

CEQA FINDINGS OF FACT

and

**STATEMENT OF OVERRIDING
CONSIDERATIONS**

**OF THE BOARD OF SUPERVISORS
OF PLACER COUNTY**

for

THE NORTHSIDE

JULY, 2006

I. INTRODUCTION/OVERVIEW.

These findings, as well as the accompanying statement of overriding considerations, have been prepared for The Northside project ("Project") in accordance with the California Environmental Quality Act ("CEQA"), the CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), and the Placer County Environmental Review Ordinance. Placer County is the lead agency for the environmental review of the Project and has the principal responsibility for its approval.

II. ENVIRONMENTAL REVIEW/PUBLIC PARTICIPATION.

A. Notice of Preparation and Initial Study.

In accordance with Section 15082 of the State CEQA Guidelines, Placer County prepared a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) in November 1, 2004. Placer County was identified as the lead agency for the proposed project. This notice was circulated to the public, local, state, and federal agencies and other interested parties to solicit comments on the proposed project. The October 2004 NOP is presented in Appendix 1.0 of the Draft EIR (DEIR.) Concerns raised in response to the NOP were considered during preparation of the Draft EIR and are also presented in Appendix 1.0 of the Draft EIR. A Scoping Meeting was held on March 7, 2005 to discuss the Project EIR. (FEIR, p. 1.0-1.)

B. Draft EIR.

The Draft EIR, which consisted of two volumes, was released for public and agency review from December 30, 2005 through February 13, 2006. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives. (FEIR, p. 1.0-2.) On February 9, 2006, the Planning Commission held a hearing at which it received comments on the Draft EIR.

C. Final EIR.

Following the close of the public review period, the County received 37 individual comment letters from agencies, interest groups and the public regarding the Draft EIR. The Final EIR (FEIR) responds to the written comments received as required by CEQA and the Placer County Environmental Review Ordinance. The Final EIR also contains minor edits to the Draft EIR, which are included in Section 5.0, Revisions to the Draft EIR, and the final mitigation monitoring and reporting program for the project. This document constitutes the Final EIR. (FEIR, p. 1.0-2.)

The DEIR and FEIR are incorporated into these findings by reference.

D. Planning Commission Proceedings.

The Planning Commission met and considered the Project, as well as the Environmental Impact Report (EIR), on June 22, 2006. Following the public hearing, the Planning Commission voted unanimously to recommend certification of the EIR and approve the project, which included a rezone, vesting tentative map and conditional use permit.

E. Board of Supervisors Proceedings.

Following the Planning Commission action recommending certification of the EIR and approval of the rezone and project applications, the Board of Supervisors conducted a public hearing at the Community Center at Tahoe City concerning the Project on July 25, 2006. At the conclusion of public hearing, the Board of Supervisors voted to certify the EIR, approve and adopt the Project, adopted zoning changes consistent with the Project's land use designations, and adopted these findings.

The County finds that the DEIR and FEIR have been prepared in compliance with the applicable requirements of CEQA, the CEQA Guidelines and the Environmental Review provisions of the Placer County Code. The County also finds that the DEIR and FEIR were prepared under the supervision of the County and reflect the independent judgment of the County.

III. PROJECT DESCRIPTION.

A. Overview/Objectives.

The proposed Northside project is the planned development of a combination of uses including residential condominium and townhome units, and a recreation center. The project site encompasses approximately 13.6 acres at the existing resort community of Northstar-at-Tahoe (Northstar). (DEIR, p. 3.0-1; FEIR, pp. 2.0-1, 3.0-1.)

Placer County is located in the central and eastern portion of California and extends from the Central Valley/Sierra Nevada foothills east to the Nevada state line (Figure 3-1). The Martis Valley is located in the northeastern portion of Placer County and extends into Nevada County and the town of Truckee to the north. The Martis Valley encompasses approximately 44,800 acres. Approximately 25,570 acres of the Martis Valley are within Placer County. (DEIR, p. 3.0-1.)

The 7,494-acre Northstar resort community is located in the central portion of the Martis Valley region (Figure 3-1). Northstar is approximately 6 miles southeast of the town of Truckee, California; approximately 5 miles northwest of the northern shore of Lake Tahoe; approximately 96 miles northeast of the city of Sacramento, California; and approximately 40 miles west of the city of Reno, Nevada (Figure 3-1). Northstar provides year-round recreational activities, including skiing, hiking, biking, snow boarding, and golf. (DEIR, p. 3.0-1.)

Regional access to the project vicinity is provided by Interstate 80 (I-80), which connects the Martis Valley region to Sacramento and San Francisco to the west and Reno to the east. State Route 267 (SR 267) provides access from I-80 to the north shore of Lake Tahoe. State Route 28

(SR 28) extends along the northern shore of Lake Tahoe and connects to SR 267. (DEIR, p. 3.0-1.)

The proposed 13.6-acre Northside project site is located north of the existing Northstar Village (Figure 3-2). Existing land uses at Northstar Village include retail areas, commercial uses, parking and circulation, pedestrian areas, restaurants, residential uses, open space, recreation areas, maintenance and service operations (for Northstar Village), and ski operations and facilities. (DEIR, p. 3.0-1.)

The proposed Northside project would accommodate the construction of three condominium buildings and a maximum of 34 townhome units, underground parking and mechanical/service space, and a recreational center to serve the total number of new Northstar Village residential units (350 units at buildout of the entire Northstar Village and The Northside); access roads, road connections; and supporting infrastructure. No wood-burning devices would be installed in residential units. Proposed project land uses are identified in Draft EIR Table 3-1. The reduction of townhome units (from 39 to 34) and increase in condominium units (from 98 to 103) are substantiated in the Placer County Planning Department Staff Report to the Planning Commission, and remain generally consistent with the Final EIR. (FEIR, p. 3.0-1.)

There would be up to 137 residential units (whole and/or timeshare ownership). Of this mix, a maximum of 34 townhomes are envisioned, with the remaining units being constructed as condominium units within Buildings A and B and approximately 6,000 sf of condominium service and support uses directly serving the condominium units, such as a lobby and check-in area, breakfast room, game room/library, and an office/breakroom area for employees working at the condominiums; approximately 53,300 sf of underground parking and mechanical/service space; and an approximately 8,900 sf recreational center with pool deck facilities to serve the total number of new Northstar Village residents at full buildout of Northstar Village and The Northside (350 units.) (FEIR, p. 3.0-2; Placer County Planning Department Staff Report to Planning Commission.)

Access to The Northside project site would be via Northstar Drive, which connects with SR 267. Currently, the Northside project site includes paved asphalt surfaces with banked side slopes. The parking areas are moderately sloped with steeper banks on the perimeter. Elevations across the site vary from 6,310 to 6,380 feet. The side slopes contain mainly mixed conifer forest vegetation consisting predominantly of Jeffrey pine and white fir. The proposed project components are located in the lower and upper portions of the West Martis Creek drainage basin. West Martis Creek flows north and is approximately 450 feet east of The Northside site. (DEIR, p. 3.0-1.)

The State CEQA Guidelines (Section 15124[b]) require that the project description contain a clear statement of project objectives, including the underlying purpose of the proposed project. The statement of objectives is important in helping the lead agency to develop a reasonable range of proposed project alternatives for evaluation in the EIR. Outlined below are the main objectives for the proposed project:

- Complete the vision for the Northstar Master Plan resort by providing a central, focused gathering place for visitors and residents alike.
- Complement the ongoing renovation, enhancement, and establishment of the Northstar Village as a pedestrian-oriented, vibrant, resort core with an emphasis on all-season recreational and commercial activity.
- Help fulfill Northstar's goal of continuing to build a rich and balanced resort community.
- Implement a land use plan that is responsive to the Northstar community regarding visual character, traffic management, parking availability, recreational facilities, environmental issues, and the desire for expanded community services and amenities.
- Develop a project that is consistent with the planning guidelines and principles of adopted plans and policies.
- Continue to incorporate sustainable design concepts in the development of the real estate projects to ensure long-term preservation, the enhancement of resources, and the reduction of site impacts. The project will continue to use and draw on the sustainable concepts outlined in the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) standards or LEED equivalent.
- Reinforce Northstar as a four-season destination resort.

(DEIR, p. 3.0-3; FEIR, pp. 2.0-1 – 2.0-2.)

The extent of the proposed Northside project has been fully described in the Draft EIR. CEQA Guidelines Section 15378(a) and case law defines "project" as the whole of the action that has potential for resulting in either direct physical changes in the environment or a reasonably foreseeable indirect physical change in the environment. In addition to this definition, CEQA Guidelines 15124 and the Placer County Environmental Review Ordinance define the required content of an EIR project description. The required content of an EIR project description includes the following:

- Identification of the precise location and boundaries of the proposed project, which includes providing a detailed map showing the location;
- A statement of project objectives that consist of the underlying purpose of the project;
- A description of the project's technical, economic and environmental characteristics, considering the principal engineering proposals (if any) and supporting public service facilities; and,
- Identification of the intended uses of the EIR, including a list of approvals and permits required to implement the project.

The Draft EIR includes a detailed description of the project and its components in Section 3.0 (Project Description) of the Draft EIR, which includes text and figures describing the following:

- The project's location and boundaries (Draft EIR pages 3.0-1 and Figures 3-1 and 3-2).

- The project objectives (Draft EIR pages 3.0-3, Final EIR pages 2.0-1 to 2.0-2).
- The project characteristics, including the extent of the integration with existing and planned Northstar-at-Tahoe developments, Proposed Land Uses, requested entitlements, proposed best management practices, and the Project and its EIR for consideration of public and private development projects (Draft EIR pages 3.0-4 through 3.0-17).
- The anticipated required permits and approvals (Draft EIR pages 3.0-17).

Following publication of the Draft EIR, the applicant proposed certain modifications to the Project. These modifications lowered building heights, involved the redesign of Building A to two smaller buildings, and eliminated commercial/retail uses for the Project. For information on the Project as proposed, see FEIR section 3.1 and Master Responses 4.4.1 and 4.4.5. As these responses indicate, these changes were aimed at addressing the concerns of area residents. Detailed descriptions of the existing environmental and development setting conditions of the Plan area and the surrounding areas (e.g., Town of Truckee and the Tahoe Basin) as well as the environmental effects of The Northside project are provided throughout Sections 4.1 through 4.13 of the Draft EIR.

As described above and in Section 3.0 (Project Description) of the Draft EIR, and Section 3.0 of the FEIR, the project description for The Northside fully describes all aspects of the adoption of the Project as well as reasonably foreseeable actions as a result of the project consistent with CEQA Guidelines Sections 15124 and 15378(a) and case law. Accordingly, the County finds that Project description complies with the requirements of CEQA.

B. Discretionary Approvals/Use of the EIR.

This EIR may be used for the following direct and indirect actions regarding the Plan area:

PLACER COUNTY

The Project EIR has been considered and reviewed by the Placer County Planning Commission. The Commission recommended certification the EIR rezone, vesting tentative map and conditional use permit. The Placer County Board of Supervisors, as the County's legislative body is the approving authority for the Project. As part of the Project's approval, the Board of Supervisors has taken the following actions:

- Certification of the Project EIR.
- Adoption of an ordinance amending the Placer County Zoning Maps for properties within the Project area.
- Approval of vesting tentative maps for the Project.
- Approval of conditional use permits for the Project.

- Adoption of required findings for the above actions, including required findings under the CEQA Guidelines, Sections 15090, 15091 and 15093 (statement of overriding considerations).

Subsequent actions that may be taken by the County regarding the Project include, but are not limited to, the following:

- Implementation of financing programs or fee programs (capital improvement program) for public facilities.
- Approval of subsequent public facility and roadway improvement projects.
- Approval of design review for the Project.

OTHER GOVERNMENTAL AGENCY APPROVALS

Additional subsequent approvals and permits that may be required from local, regional, state and federal agencies include, but are not limited to, the following:

- Placer County Flood Control and Water Conservation District
- Placer County Air Pollution Control District
- Placer County Water Agency
- Tahoe-Truckee Sanitation Agency
- Truckee Sanitation District, Truckee Fire Protection District
- Northstar Community Services District
- California Department of Forestry and Fire Protection
- California Department of Fish and Game (DFG) (Trustee Agency)
- Lahontan Regional Water Quality Control Board
- U.S. Army Corps of Engineers
- Foothill Airport Land Use Commission
- Federal Aviation Administration

(DEIR, p. 1.0-2.)

The Project is consistent with the land-use plan adopted by the County for the site. In this instance, the land-use designations are established by the Martis Valley Community Plan (2003). Although the legal status of the MVCP is clouded by the existence of litigation challenging that plan, the judgment entered by the trial court states that the Northstar projects, including this Project, can proceed. This aspect of the trial court's judgment is not at issue in the pending appeal in the litigation. Accordingly, under any scenario, the 2003 MVCP remains the operative land-use document with respect to this Project.

As noted above, the requested entitlements include a rezone. The purpose of the rezone is to bring the site's zoning into compliance with the land-use designations established by the MVCP. It will furthermore allow the project to proceed.

Section 15183 of the CEQA Guidelines creates a streamlined environmental review for qualifying projects that are consistent with a general plan for which an EIR was certified. Section 15183 provides in part:

“(a) CEQA mandates that projects which are consistent with the development density established by existing ... community plan [or] general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

“(i) Where the prior EIR relied upon by the lead agency was prepared for a general plan or community plan that meets the requirements of this section, any rezoning action consistent with the general plan or community plan shall be treated as a project subject to this section.”

The County finds that the streamlining provisions of section 15183 are applicable to the Northside. In particular, to the extent the Northside Project incorporates development standards adopted as part of the Martis Valley Community Plan EIR process, impacts addressed by those standards are not peculiar to the parcel or to the project within the meaning of CEQA Guidelines section 15183.

IV. RECORD OF PROCEEDINGS.

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the County's decision on the Project includes, without limitation, the following documents:

- The NOP and all other public notices issued by the County in conjunction with the Project;
- The January, 2006, Draft EIR for the Project, including all documents referenced in the Draft EIR;
- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;
- All comments and correspondence submitted to the County with respect to the Project, in addition to timely comments on the Draft EIR;

- The May, 2006, Final EIR for the Project, including comments received on the Draft EIR and responses to those comments, including all documents referenced in the Final EIR;
- Documents cited or referenced in the Draft and Final EIRs;
- The mitigation monitoring and reporting program for the Project;
- All findings and resolutions adopted by the County in connection with the Project and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the County, consultants to the County, or responsible or trustee agencies with respect to the County's compliance with the requirements of CEQA and with respect to the County's action on the Project;
- All documents submitted to the County (including the Planning Commission and Board of Supervisors) by other public agencies or members of the public in connection with the Project, up through the close of the Board of Supervisors hearing on July 25, 2006;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the County in connection with the Project;
- Any documentary or other evidence submitted to the County at such information sessions, public meetings and public hearings;
- The 1994 Placer County General Plan and all environmental documents prepared in connection with the adoption of the General Plan;
- The Placer County Zoning Ordinance and Environmental Review Ordinance (Placer County Code, Chapters 17 and 18), and all other County Code provisions cited in materials prepared by or submitted to the County;
- The 2003 Martis Valley General Plan and all environmental documents prepared in connection with the adoption of the Martis Valley General Plan;
- Any and all resolutions and/or ordinances adopted by the County regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge to the County, including, but not limited to federal, state, and local laws and regulations;
- Any documents cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The official custodian of the record is the Clerk of the Placer County Board of Supervisors, 175 Fulweiler Avenue, Auburn CA 95603.

V. CONSISTENCY WITH APPLICABLE PLANS.

The County adopted the Placer County General Plan (County General Plan) in 1994 (Placer County 1994). The County General Plan is the County's overall guide for the physical use of the county's resources. It expresses the development goals of the community and is the foundation on which all land use decisions are based. The Martis Valley Community Plan was adopted by Placer County in December 2003. The MVCP replaced the 1975 Martis Valley General Plan. The consistency of The Northside project with the County General Plan and with the Martis Valley Community Plan was considered in the EIR, as required by CEQA. The consistency of The Northside project with the 1975 Martis Valley General Plan is evaluated in Appendix B of the Draft EIR. (DEIR, pp. 1.0-2 to 1.0-3.)

VI. FINDINGS REQUIRED UNDER CEQA.

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" For each significant environmental effect identified in an EIR for a proposed project, the approving agency must adopt a finding in accordance with Public Resources code section 21081. (See also CEQA Guidelines, § 15091, subd. (a).)

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility for modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subd. (a), (b).)

To the extent that these findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the County hereby binds itself to implement these measures. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the Board adopts a resolution approving the Project.

VII. MITIGATION MONITORING AND REPORTING PROGRAM.

A Mitigation Monitoring and Reporting Program ("MMRP") has been prepared for the Project, and is being approved by the Board by the same resolution that has adopted these findings. (See Pub. Resources Code, § 21081.6, subd. (a)(1); CEQA Guidelines, § 15097.) The County will use the MMRP to track compliance with Project mitigation measures. The MMRP will remain available for public review during the compliance period. This plan, which is called the Final Mitigation Monitoring Plan, is contained in Section 4.0 of the Final EIR.

VIII. SIGNIFICANT EFFECTS AND MITIGATION MEASURES.

The DEIR identified a number of significant and potentially significant environmental effects (or impacts) that the Project will cause. Some of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth *infra*, however, the County has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the Project.

The County's findings with respect to the Project's significant effects and mitigation measures are set forth in the table attached to these findings. The findings set forth in the table are hereby incorporated by reference. The attached table identifies and makes findings only for those impacts which the EIR determined to be significant or potentially significant prior to mitigation. Findings are not required for impacts determined by the EIR to be less than significant prior to mitigation, but those impacts are identified in the Executive Summary of the EIR and discussed in the EIR. (See, FEIR pp. 2.0-4 - 2.0-97.)

As described in section III of these findings and in the Staff Report, the applicant has revised the project description. The revisions to the project consist primarily of eliminating retail and service commercial uses, and lowering the height of buildings. These changes have been made in response to comments received by the applicant and the County, particularly by residents or owners of nearby condominiums. These changes will reduce the impacts of the project, particularly with respect to visual impacts and vehicle trip-generation rates. The project, as revised, will have less impacts than described in the EIR. Nevertheless, the mitigation measures identified in the EIR will still be incorporated into the project, as described in the attached table, even though those mitigation measures were designed for the original proposal, rather than for the revised project.

IX. PROJECT ALTERNATIVES.

A. Alternatives Studied.

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and avoid and/or lessen the environmental effects of the project. The alternatives analysis provides a comparative analysis between the project and selected alternatives. (FEIR, p. 2.0-3.)

Together, the DEIR and the FEIR evaluated the potential impacts of the Project, as well as the following alternatives:

- **Alternative 1 - No Project Alternative.** CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in an EIR. Under this alternative, the proposed project would not be built and the site would remain in its current condition.

- **Alternative 2 – Highlands Site Alternative.** The Highlands Site Alternative would result in development of the proposed project on 13.7 acres of Parcel 5 within Northstar Highlands (Figure 6-1). The Highlands Site Alternative would be constructed after completion of Phase 1 of Northstar Highlands.
- **Alternative 3 – Redesign Alternative.** The Redesign Alternative would reconfigure the proposed project by reducing the footprint of Building A by 1,400 sf, increasing the number of condominium units in Building A by 5 to 63 and reducing the number of town homes by 5 to 34. While the overall number of residential units would remain the same, the amount of commercial and retail uses in Building A would be reduced to approximately 13,000 sf. The proposed skier services and residential uses in Building B would remain identical to the proposed project. The pool/spa facility would be moved to the eastern side of Buildings A and B.

(FEIR, p. 2.0-3.)

The County finds that the DEIR and FEIR consider a reasonable range of potentially feasible alternatives, sufficient to foster informed decision making, public participation and a reasoned choice.

B. Alternatives Analysis.

Public Resources Code section 21002 provides that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would *substantially lessen* the significant environmental effects of such projects[.]” (Pub. Resources Code, § 21002, italics added.) The procedures required by CEQA “are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will *avoid* or *substantially lessen* such significant effects.” (*Ibid.*, italics added.) “[I]n the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects.” (*Ibid.*)

CEQA defines “feasible” to mean capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” (Pub. Resources Code, § 21061.1.) The CEQA Guidelines add another factor: “legal” considerations. (CEQA Guidelines, § 15364.) Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. (CEQA Guidelines, § 15126.6, subd. (f)(1).) The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project.

As a legal matter, the County, in considering alternatives in these findings, need only determine whether any alternatives are environmentally superior with respect to those impacts not mitigated to a less than significant level. If any alternatives are superior with respect to those impacts, the County is then required to determine whether the alternatives are feasible. If the County determines that no alternative is both feasible and environmentally superior with respect to the unavoidable significant impacts identified in the EIR, then the Board may approve the proposed Project as mitigated, after adopting a statement of overriding considerations.

These findings address whether the various alternatives avoid any of the significant unavoidable impacts associated with the Project. As the following discussion demonstrates, although some of the alternatives are environmentally superior with respect to certain impacts, only one alternative is both feasible and attains most of the Project objectives.

As set forth in the EIR and in these findings, the Project objectives provide a basis for comparing Project alternatives and determining the extent that the objectives would be achieved relative to the Project. (DEIR, p. 3.0-3.) Public Resources Code section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.” CEQA Guidelines section 15364 adds another factor: “legal” considerations. (See also *Citizens of Goleta Valley v. Board of Supervisors* (“*Goleta II*”) (1990) 52 Cal.3d 553, 565.) The concept of “feasibility” also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417.)

Where a significant impact can be substantially lessened (i.e., mitigated to an “acceptable level”) solely by the adoption of mitigation measures, the lead agency, in drafting its findings, has no obligation to consider the feasibility of alternatives with respect to that impact, even if the alternative would mitigate the impact to a greater degree than the Project. (Pub. Resources Code, § 21002.) In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to substantially lessen or avoid significant environmental impacts that would otherwise occur. Project modification or alternatives are not required, however, where such changes are infeasible or where the responsibility of modifying the project lies with some other agency. (CEQA Guidelines, § 15091, subds. (a), (b).)

With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons why the agency found the project’s “benefits” rendered “acceptable” its “unavoidable adverse environmental effects.” (CEQA Guidelines, §§ 15093, 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).)

The discussion regarding project impacts in Section VIII concludes that nearly every significant effect identified in the EIR has been at least substantially lessened, if not fully avoided, by the adoption of feasible mitigation measures. There remain a handful of impacts, however, that were identified as significant and unavoidable and which cannot be substantially

lessened. Specifically, the project will result in the following significant unavoidable adverse impacts:

- Impact 4.4.5 Exceedence of an Established LOS Standard
- Impact 4.4.9 Exceedence of an Established LOS Standard
- Impact 4.4.10 Increased Traffic Volumes on Regional Highway Facilities Outside of the Project Study Area
- Impact 4.6.1 Generation of Temporary Emissions from Construction Activities
- Impact 4.13.7 Cumulative Nighttime Lighting

(FEIR, p. 2.0-4.)

These impacts were identified in the MVCP EIR, and they are not peculiar to the parcel or to the Project. Rather, these impacts are associated with the Martis Valley region as a whole, and they would occur with or without the Project. As such, these impacts are exempt from CEQA review under CEQA Guidelines section 15183. The Project EIR does identify certain traffic impacts on or adjacent to Northstar. These impacts were not identified in the MVCP EIR, because the MVCP traffic study generally focused on regional traffic impacts, rather than on traffic impacts within Northstar.

As a legal matter, the County, in considering alternatives in these findings, need only determine whether any alternatives are environmentally superior with respect to those impacts. If any alternatives are in fact superior with respect to those impacts, the County is then required to determine whether the alternatives are feasible. If the County determines that no alternative is both feasible and environmentally superior with respect to the unavoidable significant impacts identified in the DEIR, the County may approve the Project as mitigated, after adopting a statement of overriding considerations.

The DEIR and FEIR examined the Project alternatives in detail, exploring their comparative advantages and disadvantages with respect to the project. As the following discussion demonstrates, however, only the project is feasible in light of project objectives and other considerations. The County therefore approves the Project and rejects the identified alternatives.

Approach

For each project alternative discussed below, the potentially significant environmental impacts of the alternative are identified, as well as impacts of the proposed project that would be avoided. The same environmental categories presented for the proposed project in the DEIR, Section 4.0, *Environmental Setting, Impacts, and Mitigation Measures* have been addressed for each alternative. If a significant project related impact would be avoided under the alternative, or if the alternative would cause a significant impact that would not occur under the proposed project, the impact category is generally discussed below. If a significant impact would not be avoided or created under the alternative, and, therefore, remains similar to or more severe than that identified for the proposed project, then the impact category is not discussed. For purposes

of clarity, some environmental impact categories are discussed, even if a significant impact would not be avoided or created under the alternative.

Alternatives Eliminated from Detailed Consideration

In addition to the alternatives analyzed herein, several alternatives were considered during the formulation of the project site plan and review of the project, but rejected due to environmental and land use impacts that would have resulted from their implementation. An alternative that proposed 17 townhomes and five condominium buildings with a total of 120 residential units, 37,200 square feet of retail/commercial uses, and the recreation/pool facility was considered. This alternative included a condominium building on the parcel where the Northstar Vision Center was located. This alternative was rejected as it did not reduce any environmental impacts, but did reduce the amount of open space that would be provided. (DEIR, p. 6.0-2.)

A reduced density alternative to avoid traffic impacts was considered. However, because the project adds less than two percent of the total traffic through each intersection in 2024, and actually results in the reduction of winter traffic volumes along Northstar Drive due to the decrease in day skier parking, a reduction in the density of the project would not avoid specific traffic impacts or mitigation measures. Therefore, a reduced density alternative to avoid traffic impacts was not considered further. (DEIR, p. 6.0-2.)

The County rejects these alternatives as infeasible and/or inconsistent with project objectives for the reasons set forth in the EIR.

Findings Regarding Alternatives Analyzed in Detail

ALTERNATIVE 1 - NO PROJECT ALTERNATIVE.

Alternative 1 is the No Project Alternative. CEQA Guidelines Section 15126.6(e)(1) states that a No Project Alternative shall be analyzed. The purpose of describing and analyzing a No Project Alternative is to allow decision-makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The No Project Alternative analysis is not the baseline for determining whether the environmental impacts of a proposed project may be significant, unless the analysis is identical to the environmental setting analysis which does establish that baseline. (DEIR, p. 6.0-2.)

Characteristics

Under this alternative, the project would not be constructed. The project site would remain in its existing state as a day skier parking lot. No condominium or townhome units would be constructed and no infrastructure improvements beyond those currently existing on or near the project site would be installed. Existing land use designations for the project site would not be changed. Under the existing land use designations, 88 residential units (28 townhomes and 60 condominium units) and commercial/retail uses could be developed but these units are not planned for development under the No Project Alternative. (DEIR, p. 6.0-2.)

Comparative Impacts

A comparison of the proposed project and the No Project Alternative is provided below for each significant and cumulative impact identified in Chapter 4 of the Draft EIR.

Land Use (Worse than the Proposed Project)

Implementation of the proposed project would be generally consistent with adopted planning documents pertinent to the proposed project, including the Placer County General Plan and MVCP. The proposed project would require a rezone to bring it into consistency with the Placer County Zoning Ordinance. For the No Project Alternative, no rezone would be necessary in association with the No Project Alternative resulting in reduced impacts relative to consistency with adopted plans as compared to the proposed project. (DEIR, p. 6.0-3.) The Draft EIR states the No Project Alternative is better than the Project in this respect. In fact, the County finds the No Project Alternative is worse than the Project with respect to land use impacts. The Project is consistent with, and implements, the MVCP, which is the overarching statement of the County's land-use policy in the region and on this site. The No Project Alternative is not consistent with the MVCP. The No Project Alternative is therefore worse than the Project with respect to land-use impacts. Indeed, the rezone required by the Project is simply to bring the site's zoning into conformance with the MVCP, which is the pre-eminent land-use document for the site.

Population, Housing and Employment (Better than the Proposed Project)

Buildout of the proposed Northside project would result in the development of 137 dwelling units. It is conservatively estimated that the proposed condominium and townhome units would not be affordable to most of the people who would be employed on the project site. Northside would generate 75 employees, which translates into 19 employee, housing units needed. To comply with Placer County's requirements for housing resort employees, The Northside would need to provide 10 employee housing units. The No Project Alternative would not generate additional jobs or generate the need for additional housing. Therefore, implementation of the No Project Alternative would avoid impacts associated with jobs/housing ratio. (DEIR, p. 6.0-3; FEIR, pp. 3.0-3 to 3.0-4; Placer County Planning Department Staff Report to Planning Commission.)

Cumulative development in the vicinity of the proposed project would increase the population and number of housing units in Placer County. However, development of The Northside is consistent with the land use designations and growth assumed in the County General Plan and the MVCP. The County General Plan has placed the MVCP designation in the Martis Valley area to accommodate anticipated growth. The proposed project's contribution to population growth has been identified and considered in the County General Plan EIR as well as the MVCP EIR. Implementation of the No Project Alternative would not increase population or the number of housing units in the County. Therefore, implementation of the No Project Alternative would have no impact on cumulative population growth and housing need. (DEIR, p. 6.0-3.)

Human Health and Hazards (Better than the Proposed Project)

During construction of the proposed project, garbage containing food remnants may be indiscriminately disposed of in the project area. This may attract black bears resulting in a nuisance to construction workers. Habituated black bears can cause extensive damage to houses, cars, and garbage facilities when searching for food. Since the No Project Alternative would not involve any construction or construction workers, indiscriminant disposal of food remnants would be avoided resulting in no impact. (DEIR, pp. 6.0-3 to 6.0-4.)

The proposed project site would require excavation and embankments for construction of the new building pads, parking, and utilities. Construction activities would occur in areas where visitors and residents would be present, especially during daylight hours and on weekends. Construction during the winter months would take place primarily within enclosed buildings, except where an extension by the Lahontan RWQCB is granted. However, the excavated areas in and around the project site would be exposed and construction equipment may be present during the winter months, creating a potential hazard to visitors and residents. Even with the planned precautions, construction activities for the proposed project could result in hazards to visitors and residents. Since the No Project Alternative would not involve any construction, these potential hazards would be avoided. (DEIR, p. 6.0-4.)

Traffic and Circulation (Generally better than the Proposed Project)

Under the proposed project, the proposed townhome access provides less than adequate corner sight distance. Under the No Project Alternative, more traffic would use the existing intersection, as it would continue to provide access to existing day skier parking. Therefore, as the intersection does not provide adequate sight distance, the safety impact would be worse under the No Project Alternative, as more traffic would be using the access. (DEIR, p. 6.0-4.)

The proposed project would result in an increased demand for parking for residential uses. The project provides sufficient parking for such uses. (DEIR, p. 4.4-48 (Table 4.4-17).) (The potential parking shortfall from non-residential uses would not arise, because the project has been revised to eliminate these uses.) Under the No Project Alternative, no new land uses would be proposed, and no parking impacts would occur. Accordingly, the project and the No Project alternative are equivalent in this respect. (DEIR, p. 6.0-4; see also Staff Report describing revisions to project and elimination of commercial/retail uses.)

The proposed project would result in the loss of 600 parking spaces. These 600 parking spaces are to be replaced by the intercept lot, which is proposed to replace a total of 1,200 existing parking spaces at the site. MM 4.4.3, which has been incorporated into the project, addresses this impact. This would not be a significant impact under the No Project Alternative, as no parking would be removed. Parking imbalance impacts would be avoided, and thus better, in association with the No Project Alternative as compared to the proposed project. (DEIR, p. 6.0-4.)

Under the proposed project, LOS would be exceeded under 2012 plus project conditions at the following locations:

- SR 267/Airport Road/Schaffer Mill Road
- Glenshire Drive/Donner Pass Road
- Bridge Street/Donner Pass Road
- Bridge Street/West River Street
- Brockway Road/Martis Valley Road
- SR 267/Brockway Road/Soaring Way
- SR 28/SR 267
- Northstar Drive/Basque Road
- Northstar Drive/Big Springs Drive
- Northstar Drive/Gas Station/Administration Building

(DEIR, p. 6.0-5.)

Under the No Project Alternative LOS would not be exceeded under 2012 conditions at the SR 267 / Airport Road intersection, but would remain in exceedance at the other locations. However, LOS at the Big Springs Drive / Southern Day Skier Access would be worse without the project (worst movement LOS F for the No Project Alternative compared to the worst movement LOS B with the proposed project). (DEIR, p. 6.0-5.)

Implementation of the proposed project would increase transit trips on the Northstar-to-Truckee route and the Northstar-to-Kings Beach route, which currently operate at capacity during the peak ski season. Additionally, the project will contribute to a need for services from within Northstar, connecting to planned transit service on SR 267 to both Kings Beach and Truckee. The No Project Alternative would avoid impacts to transit services as it would not result in any new development that would generate a need for transit services. Thus impacts to demand for transit services provided external to Northstar would be better in association with the No Project Alternative compared with the proposed project. (DEIR, p. 6.0-5.)

If a gate is constructed by the proposed project at the Townhome access, a turnaround area would need to be provided at the gate entrance. The No Project Alternative would avoid access-related impacts as it would not result in any new development that would generate a need for a gate. Therefore, the potential for vehicle queues to form at townhome access would be better in association with the No Project Alternative as compared to the proposed project. (DEIR, p. 6.0-5.)

Under the proposed project alternative, the following intersections and roadway segments are forecast to exceed LOS thresholds:

- SR 89/SR 267/I-80 WB
- SR 89/SR 267/I-80 EB
- Glenshire Drive/Donner Pass Road
- Bridge Street/Donner Pass Road
- Bridge Street/West River Street
- Brockway Road/Martis Valley Road
- SR 267/Brockway Road/Soaring Way

- SR 267/Airport Road/Schaffer Mill Road
- SR 267/Northstar Highlands Drive
- SR 267/SR 28
- Northstar Drive/Basque Road
- Northstar Drive/Big Springs Drive
- Northstar Drive/Gas Station/Administration Building
- SR 267 immediately north of Airport Road
- SR 267 immediately north of Northstar Drive
- Northstar immediately west of Basque Road

(DEIR, pp. 6.0-5 to 6.0-6.)

Under 2024 conditions, the No Project Alternative LOS would be exceeded at the same locations as the proposed project. Therefore, impacts to LOS would be similar for both the No Project Alternative and the proposed project under 2024 conditions. (DEIR, p. 6.0-6.)

The Northside, in combination with full development of the MVCP and other regional development, is expected to add to Year 2024 traffic volumes along I-80, SR 89 (north of I-80), and SR 28. While SR 89 (north of I-80) is anticipated to operate at an acceptable LOS, I-80 is not expected to operate at an unacceptable LOS. Since the proposed development of The Northside would not occur under the No Project Alternative, this alternative would not result in any impacts to I-80. Therefore, impacts associated with traffic volumes on regional highway facilities outside of the project study area would be better in association with the No Project Alternative compared to the proposed project. (DEIR, p. 6.0-6.)

Noise

Construction activities associated with The Northside would temporarily generate noise that may be audible at nearby noise-sensitive receptors. This impact is considered potentially significant. As the No Project Alternative would not result in construction, this impact would be avoided. (DEIR, p. 6.0-6.)

Impact 4.5.2 Construction activities associated with the proposed project, including pile driving or blasting, have the potential to create a human annoyance and damage adjacent structures within a 500-foot radius from temporary ground borne vibrations and direct contact of construction equipment with adjacent structures. This impact is considered potentially significant. As the No Project Alternative would not result in construction, this impact would be avoided.

Predicted noise levels at some noise-sensitive receptors that would be developed by The Northside would exceed the County's "Allowable Ldn Noise Levels" for the proposed residential and transient lodging land uses. This impact is considered potentially significant. As the No Project Alternative would not result in new uses on the project site, this impact would be avoided. (DEIR, pp. 6.0-6 to 6.0-7.)

Air Quality (Better than the Proposed Project)

With the amount of construction activities anticipated to be required by the proposed development, the impact on local air quality from the generation of temporary construction related emissions is considered a significant impact because it is anticipated that the emissions would exceed Placer County APCD thresholds of 82 lb/day for NOX. The No Project Alternative would not result in development, thus resulting in no construction air quality impacts. (DEIR, p. 6.0-7.)

The project falls within the Mountain Counties Air Basin and the Truckee sub-Air Basin, which includes the Martis Valley planning area and the Town of Truckee. The local air basin has very restricted ventilation in the winter months when air quality is degraded with increased emission sources. The primary sources of wintertime emissions are wood burning and road dust. While the proposed project would not exceed PCAPCD's air emission thresholds of significance, it would contribute to the cumulative increases of ozone and particulate matter in the Mountain Counties Air Basin, Truckee sub-Air Basin, and Tahoe Basin. The No Project Alternative would not result in any new development and thus would not contribute to any cumulative regional air quality impacts. (DEIR, p. 6.0-7.)

Hydrology and Water Quality (Better than the Proposed Project)

While sufficient water supply would be available and increased groundwater use would likely be within acceptable levels, and increased groundwater use would not be expected to affect surface water, the increase in impervious surfaces may result in a potentially significant impact. The No Project Alternative would not result in development of the project site. Therefore, this alternative would avoid water supply and groundwater resources impacts. (DEIR, p. 6.0-7.)

New impervious surfaces would be created as a result of the incorporation of new roadways, parking lots, and buildings within and surrounding the project site. The new impervious surfaces may affect drainage conditions within Northstar and the flow of Martis Creek tributaries. Because the No Project Alternative would not result in development of the project site but would retain existing parking and impervious surfaces, this alternative would preserve existing drainage and flooding patterns. Therefore, the project would avoid new drainage and flooding impacts. (DEIR, p. 6.0-7.)

The proposed project has the potential to result in water quality impacts associated with construction activities. The greatest potential impact to water quality may exist during construction when the vegetation is removed thus exposing underlying soils to erosion for the proposed project. The site would be subject to new construction and grading, including the new buildings, residences, utility placement and roadway construction. The No Project Alternative would not result in development of the project site. Therefore, it would not result in any short-term water quality impacts. (DEIR, p. 6.0-8.)

Operation of the proposed project under buildout would create additional residential units and recreational uses, as well as increased impervious surfaces throughout the project site. The change in current conditions would potentially result in increased runoff and potential for urban pollutants to have indirect impacts on the water quality in the Truckee River and West Martis

Creek, as well as the groundwater associated with these water bodies. While the No Project Alternative would not introduce additional sources of urban pollutants onto the project site and would not develop new water quality treatment facilities. The project site would continue to be used as a parking lot and the parking uses would result in urban contaminants to surface runoff. Water quality impacts are anticipated to be similar under the No Project Alternative. (DEIR, p. 6.0-8.)

The proposed townhomes and condominiums on The Northside site would be situated “downslope” from the headwaters (or upstream boundaries) of local sub basins and existing cut slopes; and thus, would be placed in the path of varying degrees of storm runoff generated within upstream areas. In most of these instances, storm runoff impacting these development sites characteristically consists of sheet flow. The upslope side of these buildings may be exposed to flood hazards from storm runoff generated by local upstream drainage sub basins. No buildings would be constructed under the No Project Alternative and this flood hazard impact would be avoided. (DEIR, p. 6.0-8.)

Construction of the proposed project would occur concurrently with several proposed development projects, and the potential exists for contributions from additional construction projects in the future. The projects likely to have potential for overlapping timing and cumulative construction-related waste discharges within the West Martis Creek drainage area include future phases of Northstar Village (currently under construction) and Highlands Phase 1 Construction and operation of the proposed project could result in the increase in sediment and other pollutants into West Martis Creek and eventually the Truckee River. As previously described, the Truckee River is currently a Section 303(d) listed impaired waterway for sediment, however, regulations applicable to the 303(d) listing are not applicable to the West Martis Creek watershed per se. Cumulative development in Martis Valley and the Truckee River Watershed could add to cumulatively significant surface water quality impacts to the Truckee River. The No Project Alternative would not develop the project site. Therefore, cumulative water supply and groundwater impacts would be avoided in association with the No Project Alternative. (DEIR, p. 6.0-8.)

Construction and operational activities associated with The Northside and the off-site intersection improvements would contribute to cumulative surface water quality impacts to area waterways. The No Project Alternative would not develop the project site and this impact would not occur. (DEIR, p. 6.0-9.)

Geology and Soils (Better than the Proposed Project)

Development of the proposed project would result in erosion and changes in topography as well as promote potentially unstable soil conditions. Development of the proposed project would include earthwork that would involve the excavation of soil and bedrock materials. This grading would generate cut slopes and change the topography at the site. Groundwater seeps are likely to occur from fractures that may be exposed in numerous areas within the future excavation. Permanent cut slopes would be made to prepare the site for the proposed development. This disturbance of the project site would result in increased erosion, potentially unstable soil conditions, and would also generate a large volume of earth materials that would require

disposal. The existing conditions associated with the No Project Alternative would eliminate any impacts resulting from ground disturbance. (DEIR, p. 6.0-9.)

Biological and Natural Resources (Better than the Proposed Project)

The Lahontan cutthroat trout can be found in the Truckee River and could potentially spawn in associated Martis Creek tributaries and drainages in the project study area. This species is federally listed as threatened and is afforded additional protection under Placer County General Plan Policies 6.C.6 and 6.C.8. Runoff carrying sediment or contaminants from the construction site has the potential to adversely affect Lahontan cutthroat trout in downstream areas, if they are present, if substantial amounts of pollutant-laden runoff were to reach the West Fork of West Martis Creek. The existing parking facilities and potential sedimentation/contamination runoff that may occur with use of the parking would be similar to impacts experienced with development of the project. (DEIR, p. 6.0-9.)

The project study area contains potential nesting and foraging habitat of varying quality for several special-status bird species, including yellow warbler, northern goshawk, Cooper's hawk, and California spotted owl. Habitat is also available for common raptor species protected by Section 3503.5 of the California Fish and Game Code and migratory birds protected under the MBTA. Construction within occupied habitat of protected bird species that requires the removal or disturbance of vegetation could cause direct impacts on breeding and nesting activities. Removal of this habitat would be considered a direct and significant impact if protected bird species were taken or deterred from occupying breeding and nesting locations. Construction could also result in noise, dust, and other indirect disturbances to nesting bird species in the immediate vicinity, resulting in potential nest abandonment and mortality to eggs and chicks. There would be no construction or habitat removal for special-status birds under the No Project Alternative and this impact would be avoided. (DEIR, pp. 6.0-9 to 6.0-10.)

One drainage feature was found in the project site but the feature lacks hydrologic connectivity to navigable waters and is not adjacent to other jurisdictional features (EDAW 2004). Construction of the roadway would result in the loss (fill) or temporary disturbance) of a small amount (less 200 linear feet) of this drainage. If the drainage were determined to be a Waters of the U.S., the project impact would be considered significant. Because the No Project Alternative would not result in additional development of the project site, this alternative would not disturb wetlands or other Waters of the State, thereby resulting in no impacts to jurisdictional waters. (DEIR, p. 6.0-10.)

The proposed project would result in an incremental loss of mixed conifer/fir alliance (up to 2.5 acres), which provides habitat for many common plant and wildlife species. Mixed conifer/fir alliance is regionally abundant and would remain regionally abundant following implementation of reasonably foreseeable projects. The proposed project may also result in impacts to waters of the U.S. The project will not result in impacts to special status species or result in the disruption of wildlife corridors or fragmentation of existing habitats. Mixed conifer/fir alliance is regionally abundant and would remain regionally abundant following implementation of reasonably foreseeable projects. Since the No Project Alternative would not result in additional development

of the project site, this alternative would have a reduced contribution to cumulative impacts to wildlife habitat, riparian habitat, and special status species. (DEIR, p. 6.0-10.)

Cultural Resources (Better than the Proposed Project)

Archaeological investigations for the proposed project are adequate to identify typical prehistoric and historic resources in the area. These investigations did not identify any historical resources, unique archaeological resources, or human remains on the project site. However, there is a possibility of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect significant archaeological resources. The No Project Alternative would not result in development of the project site. Therefore, this alternative would avoid impacts to undiscovered cultural resources and human remains. (DEIR, p. 6.0-10.)

Public Services and Utilities (Better than the Proposed Project)

Construction and buildout of the proposed project would increase demand for fire and emergency services that may exceed the ability of the NFD to meet its response time goal, resulting in unacceptable levels of service for structure fires, wildfires, and medical emergencies. The No Project Alternative would retain existing uses and not develop the project site and thus would not increase demand for fire and emergency services or potentially expose persons or structures to fires. (DEIR, p. 6.0-11.)

These proposed land uses would increase the NCSD's demand for potable water and would require infrastructure upgrades. Given the uncertain timing of various other Northstar projects, it is impossible to determine what the status of the other Northstar projects and the status of the various master water plan improvements would be when the proposed project was implemented, so it cannot be determined whether new water sources would be required to serve the project (NCSD, 2005). (DEIR, p. 6.0-11.)

Additional infrastructure necessary to link the project to the existing Northstar water system would be minimal because the project would be located near existing water lines and storage tanks. As previously discussed, there are multiple projects planned for development within Northstar and it is uncertain which improvements would be available to serve The Northside and the specific amount of development that would occur prior to The Northside. The No Project Alternative would retain existing parking uses and not result in development of the project site and would thus have no impact on the need for new water sources or water infrastructure. (DEIR, p. 6.0-11.)

Parks and Recreation

No significant or cumulative parks and recreation impacts were identified in Section 4.12, Parks and Recreation. (DEIR, p. 6.0-11.)

Visual Impacts/Light and Glare (Better than the Proposed Project)

The Northside project would require the removal of existing trees for the construction of buildings, roadways, infrastructure, and parking lots. To accommodate the project, approximately 650 trees, 6 inches or greater in diameter (which amounts to approximately 80 percent of the total tree cover on the project site) would require removal (EDAW, 2004). Trees around the perimeter of the site would be retained where feasible. Nevertheless, implementation of the proposed project would alter some existing views from private residences. Currently, residences located along Grouse Ridge Run to the west of the site have views of forest and parking lot pavement from some angles. Removal of trees in association with the project would alter the visual character of the area and allow views of condominium structures (The condominium buildings would vary in height and would be a maximum height of 3.5 stories (64 feet); the townhome units would be 1 ½ to 2 ½ stories high with a maximum height of 30 feet.) The No Project Alternative would leave the project site in its condition as a parking lot and the existing trees would remain on the project site. Therefore, the No Project Alternative would avoid any alteration of the existing visual character or quality of the project site and its surroundings. (DEIR, pp. 6.0-11 to 6.0-12; FEIR, p. 3.0-2.)

The project site is not located adjacent to or within view of any scenic highway. I-80, approximately 5 miles northwest of the project site, and SR 28, approximately 4 miles southeast (Caltrans 2003), are the nearest routes eligible for State Scenic Highway designation. SR 267, Schaffer Mill Road and Northstar Drive are designated as scenic routes in the MVCP (Policy 4.C.1). Based on field review and line-of-sight analysis, there are virtually no clear views of project site from I-80 due to the distance from the site and intervening topography and tree coverage. In addition, the proposed project would not be visible from the Yuba Donner National Scenic Byway, SR 28, or SR 267 given the distance and intervening topography and trees. Portions of the project site would be visible from Northstar Drive as well as from parking lots located to the west of the site. Existing views of the site include trees and pavement associated with skier parking lots. The proposed project would introduce three condominium structures (maximum height for each building of 64 feet) and 34 townhomes (generally less than 30 feet tall). Condominium and townhomes would be partially visible from existing vantage points, including Northstar Drive. Because the No Project Alternative would not result in development of the condominium or townhome units, there would be no impacts on a scenic highway or scenic roadway. (DEIR, p. 6.0-12; Placer County Planning Department Staff Report to Planning Commission.)

Summary

Alternative 1 – No Project Alternative is generally better than the proposed Project in the environmental areas analyzed in the EIR. However, under the No Project Alternative, the existing environmental setting would remain unchanged. Northstar would continue to provide visitors and residents with services, but the expansion necessary to complete the Northstar Master Plan would be seriously compromised. (See DEIR, p. 6.0-4.)

Several potential traffic and circulation impacts would worsen, however, including more traffic at the existing intersection where the Project townhomes are proposed to be built. The No Project Alternative would continue to provide access to existing day skier parking. Therefore, as the intersection does not provide adequate sight distance, the safety impact would be worse

under the No Project Alternative, as more traffic would be using the access. Also exceedance of an established LOS standard would be worsened if the No Project Alternative was approved. No Project Alternative LOS would not be exceeded under 2012 conditions at the SR 267 / Airport Road intersection, but would remain in exceedance at the other locations. However, LOS at the Big Springs Drive / Southern Day Skier Access would be worse without the project (worst movement LOS F for the No Project Alternative compared to the worst movement LOS B with the proposed project). (See DEIR, p. 6.0-5.)

Feasibility

The No Project Alternative is infeasible for several reasons. First, the No Project Alternative does not address any of the Project objectives. An alternative, in order to be considered feasible, must “attain most of the basic objectives of the project.” (CEQA Guidelines, § 15126.6(f).) This Alternative does not support any of the project objectives. Second, this alternative removes the possibility of increased economic and social growth for the Northstar area. Infeasibility can be a conclusion for an alternative if “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” (CEQA Guidelines, § 15091, subd. (a)(3).) Potential employment opportunities, increased revenue for the local community, as well as promotion of the Northstar region as a social hub for visitors and residents would be comprised by adoption of this alternative.

Consistency with Project Objectives

The County finds that this alternative is not consistent with its objectives for the project, especially those related to completion of the Northstar Master Plan. The goal of building a rich and balanced resort community and reinforcing Northstar as a four-season destination resort would be compromised by approving the No Project Alternative. (See DEIR, p. 3.0-3.) This alternative would also be inconsistent with the MVCP, which designates the site for development that is consistent with the Project.

Conclusion

The County rejects this alternative because, as explained above, the County finds that the environmental benefits of this alternative are outweighed by its severe economic and social considerations. This alternative is also infeasible because it does not support any of the Project objectives.

ALTERNATIVE 2 – HIGHLANDS SITE ALTERNATIVE

Characteristics

The Highlands Site Alternative would result in development of two condominium buildings containing a total of 103 units and 34 townhome units (identical to the proposed project) on 13.7 acres located on Parcel 5 of the Highlands site (Figure 6-1). The 2003 MVCP land use map designates the site as Medium Density Residential – Northstar (5 – 10) dwelling units per acre.

The proposed project is consistent with this designation assuming a site of approximately 14 acres to accommodate 10 units per acre. Parcel 5 is currently zoned Residential Multi Family (RM-DS-PD 5.8) which allows 5.8 units per acre. In order to accommodate the proposed project, the 13.7 acre site would require a rezone to RM-DS-PD 10. The project site would be accessed via Highlands Drive off of SR 267. (DEIR, p. 6.0-12.)

Comparative Impacts

A comparison of the proposed project and the Highlands Site Alternative is provided below for each significant and cumulative impact identified in Chapter 4 of the Draft EIR.

Land Use (Same as the Proposed Project)

Construction of the proposed project could result in temporary health hazards (from construction equipment), traffic, noise, dust, safety, and visual impacts that could affect adjacent residents, patrons of Northstar Village, and people using Northstar Drive or Big Springs Drive. This impact is considered potentially significant. Implementation of the Highlands Site Alternative would result in similar construction-related activities, thus resulting in a similar level of significance regarding temporary construction-related land use incompatibility if nearby Northstar Highlands land uses have been constructed at the time this alternative is under construction. (DEIR, p. 6.0-13.)

Implementation of the proposed project would be generally consistent with adopted planning documents pertinent to the proposed project, including the Placer County General Plan and MVCP. However, a rezone (from RM-DS-PD 5.8 to RM-DS-PD 10) would be required to allow the density necessary to accommodate the proposed project. The proposed project would also require a rezone. Therefore implementation of the Highlands Site Alternative would result in a similar level of significance regarding consistency with the county zoning. (DEIR, p. 6.0-13.)

Population, Housing and Employment (Same as the Proposed Project)

Buildout of the proposed Highlands Site Alternative would result in the development of 137 dwelling units, identical to the proposed project. It is conservatively estimated that the proposed condominium and townhome units would not be affordable to most of the people who would be employed on the project site. The Highlands Site Alternative would generate 75 employees, which translates into 19 employee-housing units needed. To comply with Placer County's requirements for housing resort employees, the Highlands Site Alternative would need to provide 10 employee housing units. Therefore, implementation of the Highlands Site Alternative would result in a similar level of significance regarding the jobs/housing balance. (DEIR, p. 6.0-13; FEIR, p. 3.0-4; Placer County Planning Department Staff Report to Planning Commission.)

Cumulative development in the vicinity of the proposed project would increase the population and number of housing units in Placer County. However, development of The Northside is consistent with the land use designations and growth assumed in the County General Plan and the MVCP. The County General Plan has placed the MVCP designation in the Martis Valley area to accommodate anticipated growth. The proposed project's contribution to population

growth has been identified and considered in the County General Plan EIR as well as the MVCP EIR. Implementation of the Highlands Site Alternative would increase the population and the number of housing units in the County identical to the proposed project. Therefore, implementation of the Highlands Site Alternative would have similar impacts on cumulative population growth and housing need as the proposed project. (DEIR, p. 6.0-13.)

Human Health and Hazards (Same or Better than the Proposed Project)

During construction of the proposed project, garbage containing food remnants may be indiscriminately disposed of in the project area. This may attract black bears resulting in a nuisance to construction workers. Habituated black bears can cause extensive damage to houses, cars, and garbage facilities when searching for food. Implementation of the Highlands Site Alternative would result in bear hazard impacts similar to the proposed project. (DEIR, p. 6.0-14.)

The proposed project site would require excavations and embankments for construction of the new building pads, parking, and utilities. Construction activities would occur in areas where visitors and residents would be present, especially during daylight hours and on weekends. Construction during the winter months would take place primarily within enclosed buildings, except where an extension by the Lahontan RWQCB is granted. However, the excavated areas in and around the project site would be exposed and construction equipment may be present during the winter months, creating a potential hazard to visitors and residents. The Highlands site is not adjacent to existing development, such as Northstar Village, that would have regular visitors and users. Thus, implementation of the Highlands Site Alternative would result in reduced construction-related hazards similar to the proposed project. (DEIR, p. 6.0-14.)

Traffic and Circulation (Generally same as the Proposed Project)

Under the proposed project, the proposed townhome access provides less than adequate corner sight distance. Under the Highlands Site Alternative, the access would be relocated. Therefore, under Highlands Site Alternative the safety impact would be better than under the proposed project. (DEIR, p. 6.0-14.)

The proposed project would result in an increased demand for parking for residential uses. The project provides sufficient parking for such uses. (DEIR, p. 4.4-48 (Table 4.4-17).) (The potential parking shortfall from non-residential uses would not arise, because the project has been revised to eliminate these uses.) Under the Highlands Site Alternative the proposed project would not be within walking distance to the existing Village, so a lesser reduction in parking demand due to walking trips would be applicable. Therefore, under the Highlands Site Alternative, the parking impact would be worse, although similar, to that under the proposed project. (DEIR, p. 6.0-14.)

The proposed project would result in the loss of 600 parking spaces. These 600 parking spaces are to be replaced by the intercept lot, which is proposed to replace a total of 1,200 existing parking spaces at the site. MM 4.4.3, which has been incorporated into the project, addresses this impact. The project would be built on an undeveloped site under the Highlands Site Alternative; thus, removal of parking would be avoided and this impact would be better in

association with the Highlands Site Alternative as compared to the proposed project. (DEIR, p. 6.0-15.)

Under the proposed project, LOS would be exceeded under 2012 plus project conditions at the following locations:

- SR 267/Airport Road/Schaffer Mill Road
- Glenshire Drive/Donner Pass Road
- Bridge Street/Donner Pass Road
- Bridge Street/West River Street
- Brockway Road/Martis Valley Road
- SR 267/Brockway Road/Soaring
- SR 28/SR 267
- Northstar Drive/Basque Road
- Northstar Drive/Big Springs Drive
- Northstar Drive/Gas Station/Administration Building

(DEIR, p. 6.0-15.)

Similar 2012 LOS impacts would occur in association with both the Highlands Site Alternative and the proposed project. (DEIR, p. 6.0-15.)

Implementation of the proposed project would increase transit trips on the Northstar-to-Truckee route and the Northstar-to-Kings Beach route, which currently operate at capacity during the peak ski season. Additionally, the project will contribute to a need for services from within Northstar, connecting to planned transit service on SR 267 to both Kings Beach and Truckee. The Highlands Site Alternative would result in similar impacts to transit services provided external to Northstar as the proposed project. (DEIR, p. 6.0-15.)

If a gate is constructed by the proposed project at the Townhome access, it would be required to provide a turnaround area at the gate entrance. The Highlands Site Alternative would result in similar access-related impacts as the proposed project. (DEIR, p. 6.0-15.)

Under the proposed project, the following intersections and roadway segments are forecast to exceed LOS thresholds:

- SR 89/SR 267/I-80 WB
- SR 89/SR 267/I-80 EB
- Glenshire Drive/Donner Pass Road
- Bridge Street/Donner Pass Road
- Bridge Street/West River Street
- Brockway Road/Martis Valley Road
- SR 267/Brockway Road/Soaring Way
- SR 267/Airport Road/Schaffer Mill Road
- SR 267/Northstar Highlands Drive

- SR 267/SR 28
- Northstar Drive/Basque Road
- Northstar Drive/Big Springs Drive
- Northstar Drive/Gas Station/Administration Building
- SR 267 immediately north of Airport Road
- SR 267 immediately north of Northstar Drive
- Northstar immediately west of Basque Road

(DEIR, pp. 6.0-15 to 6.0-16.)

Impacts to LOS under 2024 would be similar for both the proposed project and the Highlands Site Alternative as LOS would be exceeded at the same locations.

The Northside development, in combination with full development of the MVCP and other regional development, is expected to add to Year 2024 traffic volumes along I-80, SR 89 (north of I-80), and SR 28. While SR 89 (north of I-80) is anticipated to operate at an acceptable LOS, I-80 is expected to operate at an unacceptable LOS. The Highlands Site Alternative would result in a peak-hour external trip generation that is the same as the proposed project. Therefore, The Highlands Site Alternative would result in similar impacts to traffic volume increases along these roadways as the proposed project. (DEIR, p. 6.0-16.)

Noise (Generally better than the Proposed Project)

Construction activities associated with The Northside would temporarily generate noise that may be audible at nearby noise-sensitive receptors. This impact is considered potentially significant. The Highlands Site Alternative is not adjacent to existing noise-sensitive uses, therefore this impact would be avoided. (DEIR, p. 6.0-16.)

Impact 4.5.2 Construction activities associated with the proposed project, including pile driving or blasting, have the potential to create a human annoyance and damage adjacent structures within a 500-foot radius from temporary ground borne vibrations and direct contact of construction equipment with adjacent structures. This impact is considered potentially significant. The Highlands Site Alternative is not adjacent to existing development that may be affected by construction vibration. However, if this alternative is developed in phases, future phases may be impacted by construction vibration. This impact would be decreased with implementation of the Highlands Site Alternative. (DEIR, p. 6.0-16.)

Predicted noise levels at some noise-sensitive receptors that would be developed by The Northside would exceed the County's "Allowable Ldn Noise Levels" for the proposed residential and transient lodging land uses. This impact is considered potentially significant. The Highlands Site Alternative would place development near Highlands Drive on Parcel 5 of Northstar Highlands. Highlands Drive is anticipated to have noise levels of 60 to 70 dbA adjacent the roadway. The Highlands Site Alternative may result in the placement of the outdoor pool/spa recreation facility in the 60 to 70 dbA noise contours, therefore this impact would be comparable to the proposed project. (DEIR, p. 6.0-17.)

Air Quality (Same as the Proposed Project)

With the amount of construction activities anticipated to be required by the proposed development, the impact on local air quality from the generation of temporary construction related emissions is considered a significant impact because it is anticipated that the emissions would exceed Placer County APCD thresholds of 82 lb/day for NOX. The Highlands Site Alternative would result in development identical to the proposed project, thus resulting in construction air quality impacts similar to the proposed project. (DEIR, p. 6.0-17.)

The project falls within the Mountain Counties Air Basin and the Truckee sub-Air Basin, which includes the Martis Valley planning area and the Town of Truckee. The local air basin has very restricted ventilation in the winter months when air quality is degraded with increased emission sources. The primary sources of wintertime emissions are wood burning and road dust. While the proposed project would not exceed PCAPCD's air emission thresholds of significance, it would contribute to the cumulative increases of ozone and particulate matter in the Mountain Counties Air Basin, Truckee sub-Air Basin, and Tahoe Basin. The Highlands Site Alternative would result in new development identical to the proposed project. Contributions to cumulative regional air quality impacts resulting from the Highlands Site Alternative would be similar to the proposed project. (DEIR, p. 6.0-17.)

Hydrology and Water Quality (Same and Worse as the Proposed Project)

While sufficient water supply would be available and increased groundwater use would likely be within acceptable levels, and increased groundwater use would not be expected to affect surface water, the increase in impervious surfaces may result in a potentially significant impact. The Highlands Site Alternative would result in development identical to that of the proposed project. Therefore, this alternative would result in increased demand for water supply and groundwater resources similar to the proposed project. (DEIR, p. 6.0-17.)

New impervious surfaces would be created as a result of the incorporation of new roadways, parking lots, and buildings within and surrounding the project site. The new impervious surfaces may affect drainage conditions within Northstar and the flow of Martis Creek tributaries. The Highlands Site Alternative would result in development identical to the proposed project. The proposed project site currently contains impervious surfaces in the form of the day skier parking lots. In contrast the Highlands Site Alternative is currently vacant and would result in increased impervious surfaces and runoff potential. Therefore, the Highlands Site Alternative would result in worse impacts regarding amounts of impervious surfaces and runoff. (DEIR, p. 6.0-18.)

The proposed project has the potential to result in water quality impacts associated with construction activities. The greatest potential impact to water quality may exist during construction when the vegetation is removed thus exposing underlying soils to erosion for the proposed project. The site would be subject to new construction and grading, including the new buildings, residences, utility placement and roadway construction. The Highlands Site Alternative is currently vacant and would require more earthmoving to prepare the site than the proposed project site which has been previously disturbed. Therefore, potential short-term accelerated soil erosion and sedimentation and/or release of pollutants to nearby waterbodies

would be increased in association with development of the Highlands Site Alternative compared to the proposed project site. (DEIR, p. 6.0-18.)

Operation of the proposed project under buildout would create additional residential units, commercial uses, and recreational uses, as well as increased impervious surfaces throughout the project site. The change in current conditions would potentially result in increased runoff and potential for urban pollutants to have indirect impacts on the water quality in the Truckee River and West Martis Creek, as well as the groundwater associated with these water bodies. The proposed project site currently contains day skier parking lots which generate runoff that contains oil, grease, etc. The Highlands Site Alternative would include less paved parking areas than currently exist on the proposed project site. However, when developed, the Highlands Site Alternative and the proposed project would result in similar impacts to increases in urban contaminants in surface runoff during project operation. (DEIR, p. 6.0-18.)

The proposed townhomes and condominiums on The Northside site would be situated “downslope” from the headwaters (or upstream boundaries) of local subbasins and existing cut slopes; and thus, would be placed in the path of varying degrees of storm runoff generated within upstream areas. In most of these instances, storm runoff impacting these development sites characteristically consists of sheet flow. The upslope side of these buildings may be exposed to flood hazards from storm runoff generated by local upstream drainage subbasins. Drainage conditions on the Highlands Site Alternative would be similar to those of the proposed project site. The Highlands Site Alternative is not within the 100-year floodplain. Therefore, the potential for exposure of new buildings to flood hazards would be similar for both the Highlands Site Alternative and the proposed project. (DEIR, p. 6.0-18.)

Construction of the proposed project would occur concurrently with several proposed development projects, and the potential exists for contributions from additional construction projects in the future. The projects likely to have potential for overlapping timing and cumulative construction-related waste discharges within the West Martis Creek drainage area include future phases of Northstar Village (currently under construction) and Highlands Phase 1 Construction and operation of the proposed project could result in the increase in sediment and other pollutants into West Martis Creek and eventually the Truckee River. As previously described, the Truckee River is currently a Section 303(d) listed impaired waterway for sediment, however, regulations applicable to the 303(d) listing are not applicable to the West Martis Creek watershed per se. Cumulative development in Martis Valley and the Truckee River Watershed could add to cumulatively significant surface water quality impacts to the Truckee River. The Highlands Site Alternative would result in development of the project site similar to the proposed project. Therefore, cumulative water supply and groundwater impacts would be similar for both the proposed project and the Highlands Site Alternative. (DEIR, p. 6.0-19.)

Construction and operational activities associated with The Northside and the off-site intersection improvements would contribute to cumulative surface water quality impacts to area waterways. The Highlands Site Alternative would result in increased impervious surfaces when compared to the proposed project site and would increase the potential for water quality impacts. Therefore, the Highlands Site Alternative would result in cumulative water quality impacts worse than the proposed project. (DEIR, p. 6.0-19.)

Geology and Soils (Worse than the Proposed Project)

Development of the proposed project would result in erosion and changes in topography as well as promote potentially unstable soil conditions. Development of the proposed project would include earthwork that would involve the excavation of soil and bedrock materials. This grading would generate cut slopes and change the topography at the site. Groundwater seeps are likely to occur from fractures that may be exposed in numerous areas within the future excavation. Permanent cut slopes would be made to prepare the site for the proposed development. This disturbance of the project site would result in increased erosion, potentially unstable soil conditions, and would also generate a large volume of earth materials that would require disposal. The amount of development associated with the Highlands Site Alternative is identical to the proposed project. However, the proposed site has been previously disturbed to construct the existing day skier parking lot while the Highlands Site Alternative is currently undisturbed. Therefore, the Highlands Site Alternative would require more grading and earthmoving than the proposed project, potentially resulting in worse erosion and soil impacts as compared to the proposed project. (DEIR, p. 6.0-19.)

Biological and Natural Resources (Generally worse than the Proposed Project)

The Lahontan cutthroat trout can be found in the Truckee River and could potentially spawn in associated Martis Creek tributaries and drainages in the project study area. This species is federally listed as threatened and is afforded additional protection under Placer County General Plan Policies 6.C.6 and 6.C.8. Runoff carrying sediment or contaminants from the construction site has the potential to adversely affect Lahontan cutthroat trout in downstream areas, if they are present, if substantial amounts of pollutant-laden runoff were to reach the West Fork of West Martis Creek. The Highlands Site Alternative would require soil disturbance in association with site preparation. The proposed project site has been previously disturbed and would not require earthwork as extensive as the Highlands Site Alternative. Therefore, water quality degradation would be increased in association with the Highlands Site Alternative as compared to the proposed project. (DEIR, p. 6.0-20.)

The project study area contains potential nesting and foraging habitat of varying quality for several special-status bird species, including yellow warbler, northern goshawk, Cooper's hawk, and California spotted owl. Habitat is also available for common raptor species protected by Section 3503.5 of the California Fish and Game Code and migratory birds protected under the MBTA. Construction within occupied habitat of protected bird species that requires the removal or disturbance of vegetation could cause direct impacts on breeding and nesting activities. Removal of this habitat would be considered a direct and significant impact if protected bird species were taken or deterred from occupying breeding and nesting locations. Construction could also result in noise, dust, and other indirect disturbances to nesting bird species in the immediate vicinity, resulting in potential nest abandonment and mortality to eggs and chicks. The proposed project site has been previously disturbed and contains a day-skier parking lot. The Highlands Site Alternative is currently vacant and would require a greater degree of disturbance and habitat removal in association with development as compared to the proposed

project. Therefore, the Highlands Site Alternative would potentially result in greater disturbance to special status birds. (DEIR, p. 6.0-20.)

One drainage feature was found in the project site but the feature lacks hydrologic connectivity to navigable waters and is not adjacent to other jurisdictional features (EDAW 2004). Construction of the roadway would result in the loss (fill) or temporary disturbance of a small amount (less 200 linear feet) of this drainage. If the drainage were determined to be a Waters of the U.S., the project impact would be considered significant. The Highlands Site Alternative would not impact jurisdiction waters of the U.S. or other wetlands, as these features are not present on Parcel 5 of Northstar Highlands. Therefore, potential loss of jurisdictional wetlands occurring on the Highlands Site Alternative would be less in comparison to the proposed project. (DEIR, p. 6.0-20.)

The proposed project would result in an incremental loss of mixed conifer/fir alliance (up to 2.5 acres), which provides habitat for many common plant and wildlife species. Mixed conifer/fir alliance is regionally abundant and would remain regionally abundant following implementation of the aforementioned reasonably foreseeable projects. The proposed project may also result in impacts to waters of the U.S. The project will not result in impacts to special status species or result in the disruption of wildlife corridors or fragmentation of existing habitats. Mixed conifer/fir alliance is regionally abundant and would remain regionally abundant following implementation of reasonably foreseeable projects. The Highlands Site Alternative would occur on 13.7 acres of Parcel 5 of the Highlands. This site has not been previously disturbed in contrast to the proposed project site which currently contains a day skier parking lot. Therefore, cumulative impacts to wildlife habitat, riparian habitat and special status species would be increased in association with the Highlands Site Alternative than with the proposed project. (DEIR, p. 6.0-21.)

Cultural Resources (Same as the Proposed Project)

Archaeological investigations for the proposed project are adequate to identify typical prehistoric and historic resources in the area. These investigations did not identify any historical resources, unique archaeological resources, or human remains on the project site. However, there is a possibility of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect significant archaeological resources. The Highlands Site Alternative would result in development of 13.7 acres of Parcel 5 of the Highlands. Therefore, the Highlands Site Alternative would result in impacts to undiscovered cultural resources and human remains similar to those of the proposed project. (DEIR, p. 6.0-21.)

Public Services and Utilities (Same as the Proposed Project)

Construction and buildout of the proposed project would increase demand for fire and emergency services that may exceed the ability of the NFD to meet its response time goal, resulting in unacceptable levels of service for structure fires, wildfires, and medical emergencies. The Highlands Site Alternative would develop 13.7 acres of Parcel 5 of the Highlands with uses similar to the proposed project. The Highlands Site Alternative would increase demand for fire

and emergency services and potentially expose persons or structures to fires similar to the proposed project. (DEIR, p. 6.0-21.)

These proposed land uses would increase the NCSD's demand for potable water and would require infrastructure upgrades. Given the uncertain timing of various other Northstar projects, it is impossible to determine what the status of the other Northstar projects and the status of the various master water plan improvements would be when the proposed project was implemented, so it cannot be determined whether new water sources would be required to serve the project (NCSD, 2005). Additional infrastructure necessary to link the project to the existing Northstar water system would be minimal because the project would be located near existing water lines and storage tanks. As previously discussed, there are multiple projects planned for development within Northstar and it is uncertain which improvements would be available to serve The Northside and the specific amount of development that would occur prior to The Northside. The Highlands Site Alternative would result in development of 13.7 acres of Parcel 5 of the Highlands with development identical to the proposed project. Therefore, the impact on the need for new water sources or water infrastructure for the Highlands Site Alternative would be similar to the proposed project. (DEIR, p. 6.0-22.)

Parks and Recreation

No significant or cumulative parks and recreation impacts were identified in Section 4.12, Parks and Recreation. (DEIR, p. 6.0-22.)

Visual Impacts/Light and Glare (Better and Worse than the Proposed Project)

The Northside project would require the removal of existing trees for the construction of buildings, roadways, infrastructure, and parking lots. To accommodate the project, approximately 650 trees, 6 inches or greater in diameter (which amounts to approximately 80 percent of the total tree cover on the project site) would require removal (EDAW, 2004). Trees around the perimeter of the site would be retained where feasible. Nevertheless, implementation of the proposed project would alter some existing views from private residences. Currently, residences located along Grouse Ridge Run to the west of the site have views of forest and parking lot pavement from some angles. Removal of trees in association with the project would alter the visual character of the area and allow views of condominium structures. (The condominium buildings would vary in height and would be a maximum height of 3.5 stories (64 feet); the townhome units would be 1 ½ to 2 ½ stories high with a maximum height of 30 feet.) The Highlands Site Alternative would disturb a majority of the site and require more tree removal than the proposed project. The proposed project site currently is developed with a day skier parking lot. In contrast, the Highlands Site Alternative would develop a vacant site. Therefore, the existing visual character or quality of the Highlands Site Alternative and its surroundings would be altered to a greater degree than the proposed project. (DEIR, p. 6.0-22, Placer County Planning Department Staff Report to Planning Commission.)

The project site is not located adjacent to or within view of any scenic highway. I-80, approximately 5 miles northwest of the project site, and SR 28, approximately 4 miles southeast (Caltrans 2003), are the nearest routes eligible for State Scenic Highway designation. SR 267,

Schaffer Mill Road and Northstar Drive are designated as scenic routes in the MVCP (Policy 4.C.1). Based on field review and line-of-sight analysis, there are virtually no clear views of project site from I-80 due to the distance from the site and intervening topography and tree coverage. In addition, the proposed project would not be visible from the Yuba Donner National Scenic Byway, SR 28, or SR 267 given the distance and intervening topography and trees. Portions of the project site would be visible from Northstar Drive as well as from parking lots located to the west of the site. Existing views of the site include trees and pavement associated with skier parking lots. The proposed project would introduce three condominium structures (each a maximum of 64 feet tall) and 34 townhomes (generally less than 30 feet tall). Condominium and townhomes would be partially visible from existing vantage points, including Northstar Drive. The Highlands Site Alternative would be accessed from Highland Drive which is not designated as a county scenic roadway nor is it a roadway eligible for scenic designation. The Highlands Site Alternative is set back from SR 267 and is not visible from Northstar Drive because of intervening topography and trees. As a result development of the condominium and townhome units on the Highlands Site Alternative would result in a reduced impact to county scenic resources. (DEIR, p. 6.0-23, Placer County Planning Department Staff Report to Planning Commission.)

Summary

Alternative 2 – Highlands Site Alternative, is similar to the Project in many respects. In some respects, this Alternative is environmentally superior to the Project. The impact of potential exposure to construction-related hazards would be improved under this Alternative, as would the areas of corner sight distance for the proposed townhomes. (DEIR, p. 6.0-14.) In terms of the loss of parking, this impact would be better in association with the Highlands Site Alternative as compared to the proposed project because the potential interim loss of parking spaces would be avoided (although under the proposed project these spaces will be replaced by the intercept lot under MM 4.4.3). (DEIR, 6.0-15.) Construction activities associated with the proposed project have the potential to create a human annoyance and damage adjacent structures. The Highlands Site Alternative is not adjacent to existing development nor existing noise-sensitive uses, therefore these impacts would be decreased with implementation of the Highlands Site Alternative. (DEIR, p. 6.0-16.)

The proposed project would involve construction of a roadway to create a hydrologic connectivity to navigable waters, possibly involving U.S. Waters. The Highlands Site Alternative would not impact jurisdiction waters of the U.S. or other wetlands, as these features are not present on Parcel 5 of Northstar Highlands. (DEIR, p. 6.0-20.) Also, the Highland Site Alternative is not located adjacent to or within view of any scenic highway, unlike the proposed project. The Highlands Site Alternative would be accessed from Highland Drive which is not designated as a county scenic roadway nor is it a roadway eligible for scenic designation. As a result development of the condominium and townhome units on the Highlands Site Alternative would result in a reduced impact to county scenic resources. (DEIR, p. 6.0-23.)

Although the above impacts for Alternative 2 were found to be better than the proposed project, others are worse. Increased demand for parking facilities would be worsened by this Alternative. (DEIR, p. 6.0-14.) The Highlands Site Alternative is currently vacant while the proposed project

site has been previously disturbed. Due to these circumstances, this Alternative would result in more grading and earthmoving to prepare the site resulting in worse erosion and soil impacts than the proposed project, increased impervious surfaces and runoff potential, cumulative water quality degradation impacts, special status birds habitat removal, cumulative impacts to wildlife habitat, riparian habitat and special status species, and require more tree removal than the proposed projects. (DEIR, pp. 6.0-18 to 6.0-22.)

The County finds that the Highlands Site Alternative is not environmentally superior to the Project. The County finds that, on balance, the impacts associated with this alternative are greater than those associated with the Project. In particular, the County finds that impacts associated with development of an undisturbed site, as would occur under this alternative, are of particular importance, in that limiting the footprint of development is essential to reducing biological and water quality impacts. For this reason, the County rejects this alternative.

Conclusion

The County rejects this alternative because, as explained above, the County finds that the environmental benefits of this alternative are outweighed by its severe environmental impacts with respect to traffic and circulation, hydrology and water quality, geology and soils, biological and natural resources, and visual impacts.

ALTERNATIVE 3 – REDESIGN ALTERNATIVE

Characteristics

The Redesign Alternative would result in development of a project similar to the proposed project. The overall number of residential units would remain 137, however, the mix of units would be slightly different, as would the footprint of Building A (Figure 6-2A). The Redesign Alternative would include 103 condominium units in Buildings A-1, A-2 and B and 34 townhome units (Figure 6-2B). Building A-1 would have a footprint of 11,732 sf and Building A-2 would be 14,055 sf for a total of 25,787 sf instead of 29,400 sf proposed as part of the project. The Redesign Alternative would also reduce retail and commercial uses to 13,000 square feet, and reduce the heights of the condominium buildings to a maximum of 64 feet and the townhomes to a maximum of 30 feet. The other uses including Building B (26,017 sf), skier services, and recreation facilities would remain the same as the proposed project. Access to the site would be off of Northstar Drive via SR 267, identical to the proposed project. The elimination of the retail and commercial uses would eliminate retail and commercial-related traffic trips to the site. The redesigned project would result in slightly reduced physical impacts (such as erosion, runoff, etc.) as well as reduced visual impacts. Implementation of this alternative would require modifications to the proposed vesting maps, as shown in Figures 6-2A and 6-2B. (DEIR, p. 6.0-23; Placer County Planning Department Staff Report to Planning Commission.)

Comparative Impacts

A comparison of the proposed project and the Redesign Alternative is provided below for each significant and cumulative impact identified in Chapter 4 of the Draft EIR.

Land Use (Same as the Proposed Project)

Construction of the proposed project could result in temporary health hazards (from construction equipment), traffic, noise, dust, safety, and visual impacts that could affect adjacent residents, patrons of Northstar Village, and people using Northstar Drive or Big Springs Drive. This impact is considered potentially significant. The Redesign Alternative would eliminate the first level of Building A-1 and create a slightly smaller footprint even with the addition of Building A-2 (25,787 sf vs. 29,400 sf) and result in construction of the same number of townhomes as compared to the proposed project. Therefore, implementation of the Redesign Alternative would result in similar, construction-related impacts compared to the proposed project (as redesigned). (DEIR, p. 6.0-24; Placer County Planning Department Staff Report to Planning Commission.)

Implementation of the proposed project would be generally consistent with adopted planning documents pertinent to the proposed project, including the Placer County General Plan and MVCP. However, the proposed project would require a rezone to bring it into consistency with the MVCP. Implementation of the Redesign Alternative would result in inconsistencies with the Placer County Zoning Ordinance. A rezone of the site would be necessary to accommodate the Redesign Alternative similar to the proposed project. (DEIR, p. 6.0-24.)

Population, Housing and Employment (Better or Same as the Proposed Project)

Buildout of the proposed Northside project would result in the development of 137 dwelling units. It is conservatively estimated that the proposed condominium and townhome units would not be affordable to most of the people who would be employed on the project site. Northside would generate 75 employees, which translates into 19 employee-housing units needed. To comply with Placer County's requirements for housing resort employees, The Northside would need to provide 10 employee housing units. The Redesign Alternative would generate fewer additional jobs associated with commercial and retail uses as the square footage of these uses would be reduced in Building A. Therefore, implementation of the Redesign Alternative would result in greater impacts to the jobs/housing ratio as compared to the proposed project. (DEIR, p. 6.0-24; Placer County Planning Department Staff Report to Planning Commission.)

Cumulative development in the vicinity of the proposed project would increase the population and number of housing units in Placer County. However, development of The Northside is consistent with the land use designations and growth assumed in the County General Plan and the MVCP. The County General Plan has placed the MVCP designation in the Martis Valley area to accommodate anticipated growth. The proposed project's contribution to population growth has been identified and considered in the County General Plan EIR as well as the MVCP EIR. Implementation of the Redesign Alternative would increase population and the number of housing units in the County by the same number as the proposed project. Therefore, implementation of Alternative 3 would result in impacts on cumulative population growth and housing need similar to the proposed project. (DEIR, p. 6.0-24.)

Human Health and Hazards (Same as the Proposed Project)

During construction of the proposed project, garbage containing food remnants may be indiscriminately disposed of in the project area. This may attract black bears resulting in a nuisance to construction workers. Habituated black bears can cause extensive damage to houses, cars, and garbage facilities when searching for food. Implementation of the Redesign Alternative would result in bear hazard impacts similar to the proposed project. (DEIR, p. 6.0-25.)

The proposed project site would require excavations and embankments for construction of the new building pads, parking, and utilities. Construction activities would occur in areas where visitors and residents would be present, especially during daylight hours and on weekends. Construction during the winter months would take place primarily within enclosed buildings, except where an extension by the Lahontan RWQCB is granted. However, the excavated areas in and around the project site would be exposed and construction equipment may be present during the winter months, creating a potential hazard to visitors and residents. Even with the planned precautions, construction activities for the proposed project could result in hazards to visitors and residents. Implementation of the Redesign Alternative would result in construction-related hazards similar to the proposed project. (DEIR, p. 6.0-25.)

Traffic and Circulation (Same as the Proposed Project)

Under the proposed project, the proposed townhome access provides less than adequate corner sight distance. Under the Redesign Alternative, one less trip during the peak hour would use the townhome access. Therefore, under the Redesign Alternative the safety impact would be slightly less, and therefore better, than under the proposed project. (DEIR, p. 6.0-25.) Given the minute change in the number of trips, however, the County finds that this distinction is negligible.

The proposed project would result in an increased demand for parking for residential uses. The project provides sufficient parking for such uses. (DEIR, p. 4.4-48 (Table 4.4-17).) (The potential parking shortfall from non-residential uses would not arise, because the project has been revised to eliminate these uses.) Under the Redesign Alternative, three additional parking spaces are required for the condominium uses and an additional 17 parking spaces are required for non-residential uses. Therefore, under the Redesign Alternative the parking impact would be greater than the proposed project. (DEIR, p. 6.0-25.) In either event, impacts can be mitigated. For this reason, the distinctions between the Project and this alternative are negligible.

The proposed project would result in the loss of 600 parking spaces. These 600 parking spaces are to be replaced by the intercept lot, which is proposed to replace a total of 1,200 existing parking spaces at the site. MM 4.4.3, which has been incorporated into the project, addresses this impact. This would still be a significant impact under implementation of the Redesign Alternative similar to the proposed project. (DEIR, p. 6.0-26.)

Under the proposed project, LOS would be exceeded under 2012 plus project conditions at the following locations:

- SR 267/Airport Road/Schaffer Mill Road

- Glenshire Drive/Donner Pass Road
- Bridge Street/Donner Pass Road
- Bridge Street/West River Street
- Brockway Road/Martis Valley Road
- SR 267/Brockway Road/Soaring
- SR 28/SR 267
- Northstar Drive/Basque Road
- Northstar Drive/Big Springs Drive
- Northstar Drive/Gas Station/Administration Building

(DEIR, p. 6.0-26.)

Similar 2012 LOS impacts would occur in association with both the proposed project and the Redesign Alternative. (DEIR, p. 6.0-26.)

Implementation of the proposed project would increase transit trips on the Northstar-to-Truckee route and the Northstar-to-Kings Beach route, which currently operate at capacity during the peak ski season. Additionally, the project will contribute to a need for services from within Northstar, connecting to planned transit service on SR 267 to both Kings Beach and Truckee. Because it would result in less development, the Redesign Alternative would decrease impacts to transit services in comparison with the proposed project, however it would still generate a need for transit services. Therefore, impacts would be slightly better than under the proposed project. (DEIR, p. 6.0-26.) the distinctions between the Project and the Redesign Alternative are considered negligible.

If a gate is constructed by the proposed project at the Townhome access, it would be required to provide a turnaround area at the gate entrance. The Redesign Alternative would result in similar access-related impacts as the proposed project. (DEIR, p. 6.0-26.)

Under the proposed project alternative, the following intersections and roadway segments are forecast to exceed LOS thresholds:

- SR 89/SR 267/I-80 WB
- SR 89/SR 267/I-80 EB
- Glenshire Drive/Donner Pass Road
- Bridge Street/Donner Pass Road
- Bridge Street/West River Street
- Brockway Road/Martis Valley Road
- SR 267/Brockway Road/Soaring Way
- SR 267/Airport Road/Schaffer Mill Road
- SR 267/Northstar Highlands Drive
- SR 267/SR 28
- Northstar Drive/Basque Road
- Northstar Drive/Big Springs Drive
- Northstar Drive/Gas Station/Administration Building

- SR 267 immediately north of Airport Road
- SR 267 immediately north of Northstar Drive
- Northstar immediately west of Basque Road

(DEIR, pp. 6.0-26 to 6.0-27.)

Impacts to LOS under 2024 would be similar for both the proposed project and the Redesign Alternative as LOS would be exceeded at the same locations. (DEIR, p. 6.0-27.)

The Northside development, in combination with full development of the MVCP and other regional development, is expected to add to Year 2024 traffic volumes along I-80, SR 89 (north of I-80), and SR 28. While SR 89 (north of I-80) is anticipated to operate at an acceptable LOS, I-80 is expected to operate at an unacceptable LOS. The Redesign Alternative would result in a peak-hour external trip generation that is 40 percent less than the proposed project during the summer and 34 percent less during the winter. However, since the Redesign Alternative would also result in traffic volume increases along these roadways, this alternative would result in less impact to I-80, but would still result in an impact. Therefore, impacts associated with traffic volumes on regional highway facilities outside of the project study area would be similar for both the proposed project and the Redesign Alternative. (DEIR, p. 6.0-27.)

Noise (Better and Same as the Proposed Project)

Construction activities associated with The Northside would temporarily generate noise that may be audible at nearby noise-sensitive receptors. The Redesign Alternative would also result in construction noise on the site comparable to the proposed project. Therefore noise impacts would be similar for both the Redesign Alternative and the proposed project. (DEIR, p. 6.0-27.)

Construction activities associated with the proposed project, including pile driving or blasting, have the potential to create a human annoyance and damage adjacent structures within a 500-foot radius from temporary ground borne vibrations and direct contact of construction equipment with adjacent structures. This impact is considered potentially significant. As the Redesign Alternative would use similar construction equipment and develop the site in a manner comparable to the proposed project. Therefore, this impact would be similar for both the Redesign Alternative and the proposed project. (DEIR, p. 6.0-27.)

Predicted noise levels at some noise-sensitive receptors (outdoor pool/spa facility) that would be developed by The Northside would exceed the County's "Allowable Ldn Noise Levels" for the proposed residential and transient lodging land uses. This impact is considered potentially significant. The Redesign Alternative would locate the outdoor pool/spa recreation facility to the east of Buildings A-1, A-2 and B. At this location, the facility would be exposed to excessive noise from Northstar Drive identical to the proposed project. Therefore, noise incompatibility of proposed land uses with projected onsite noise levels are similar for both the Redesign Alternative and the proposed project. (DEIR, p. 6.0-28.)

Air Quality (Better than the Proposed Project)

With the amount of construction activities anticipated to be required by the proposed development, the impact on local air quality from the generation of temporary construction-related emissions is considered a significant impact because it is anticipated that the emissions would exceed Placer County APCD thresholds of 82 lb/day for NOX. The Redesign Alternative would result in development of the same number of townhome units, and a slight increase in the number of condominium units, and the elimination of retail and commercial services in Building A-1 (whereas the revised project eliminates all such uses). Therefore, the Redesign Alternative may result in a comparable amount of construction emissions. (DEIR, p. 6.0-28; Placer County Planning Department Staff Report to Planning Commission.)

The project falls within the Mountain Counties Air Basin and the Truckee sub-Air Basin, which includes the Martis Valley planning area and the Town of Truckee. The local air basin has very restricted ventilation in the winter months when air quality is degraded with increased emission sources. The primary sources of wintertime emissions are wood burning and road dust. While the proposed project would not exceed PCAPCD's air emission thresholds of significance, it would contribute to the cumulative increases of ozone and particulate matter in the Mountain Counties Air Basin, Truckee sub-Air Basin, and Tahoe Basin. The Redesign Alternative would result in new development similar to the proposed project, but without retail and commercial uses. Eliminating these uses would eliminate traffic trips to the Redesign Alternative associated with commercial and retail uses. Therefore, regional air quality would be slightly better in association with the Redesign Alternative compared to the proposed project. (DEIR, p. 6.0-28.)

Hydrology and Water Quality (Better and Same as the Proposed Project)

While sufficient water supply would be available and increased groundwater use would likely be within acceptable levels, and increased groundwater use would not be expected to affect surface water, the increase in impervious surfaces may result in a potentially significant impact. The Redesign Alternative would result in the same overall number of residential units, a reduction in the overall project footprint, and the elimination of retail and commercial uses. While these uses would not demand as much water as residential uses, their elimination would result in a slight decrease in demand for water supply. Therefore, this alternative would result in a reduced demand for water supply and groundwater resources compared to the proposed project. (DEIR, p. 6.0-29.)

New impervious surfaces would be created as a result of the incorporation of new roadways, parking lots, and buildings within and surrounding the project site. The new impervious surfaces may affect drainage conditions within Northstar and the flow of Martis Creek tributaries. The Redesign Alternative would result in development with a similar footprint and the same number of townhome units than the proposed project. Therefore, the Redesign Alternative would result in a comparable impervious surfaces and possibly less runoff as compared to the proposed project. (DEIR, p. 6.0-29.)

The proposed project has the potential to result in water quality impacts associated with construction activities. The greatest potential impact to water quality may exist during construction when the vegetation is removed thus exposing underlying soils to erosion for the proposed project. The site would be subject to new construction and grading, including the new

buildings, residences, utility placement and roadway construction. Development of the Redesign Alternative would result in slightly less impervious surface than the proposed project because the footprint of Buildings A-1 and A-2 would be reduced by approximately 3,600 sf. Therefore, potential short-term accelerated soil erosion and sedimentation and/or release of pollutants to nearby waterbodies would be slightly reduced in association with development of the Redesign Alternative compared to the proposed project site. (DEIR, p. 6.0-29; Placer County Planning Department Staff Report to Planning Commission.)

Operation of the Project under buildout would create additional residential, commercial and recreational uses, and result in increased impervious surfaces throughout the project site. The change in current conditions would potentially result in increased runoff and potential for urban pollutants to have indirect impacts on the water quality in the Truckee River and West Martis Creek, as well as the groundwater associated with these water bodies. The Redesign Alternative would include less paved parking areas than currently exist on the proposed project site. However, when developed, the Redesign Alternative and the proposed project would result in similar impacts to increases in urban contaminants in surface runoff during project operation. (DEIR, p. 6.0-29.)

The proposed townhomes and condominiums on The Northside site would be situated “downslope” from the headwaters (or upstream boundaries) of local subbasins and existing cut slopes; and thus, would be placed in the path of varying degrees of storm runoff generated within upstream areas. In most of these instances, storm runoff impacting these development sites characteristically consists of sheet flow. The upslope side of these buildings may be exposed to flood hazards from storm runoff generated by local upstream drainage sub basins. Implementation of the Redesign Alternative would result in the same number of townhome units on the project site, a slight increase in condominium units. Impacts resulting from potential exposure of new buildings to flood hazards would be similar to the proposed project. (DEIR, pp. 6.0-29 to 6.0-30; Placer County Planning Department Staff Report to Planning Commission.)

Construction of the proposed project would occur concurrently with several proposed development projects, and the potential exists for contributions from additional construction projects in the future. The projects likely to have potential for overlapping timing and cumulative construction-related waste discharges within the West Martis Creek drainage area include future phases of Northstar Village (currently under construction) and Highlands Phase 1 Construction and operation of the proposed project could result in the increase in sediment and other pollutants into West Martis Creek and eventually the Truckee River. As previously described, the Truckee River is currently a Section 303(d) listed impaired waterway for sediment, however, regulations applicable to the 303(d) listing are not applicable to the West Martis Creek watershed per se. Cumulative development in Martis Valley and the Truckee River Watershed could add to cumulatively significant surface water quality impacts to the Truckee River. The Redesign Alternative would result in development of a comparable number of overall residential units as the proposed project. This alternative would reduce the commercial and retail uses, whereas the revised project eliminates such uses. The County finds that, on balance, the water supply and groundwater impacts of the Redesign Alternative are similar to those of the proposed project. (DEIR, p. 6.0-30; Placer County Planning Department Staff Report to Planning Commission.)

Construction and operational activities associated with The Northside and the off-site intersection improvements would contribute to cumulative surface water quality impacts to area waterways. The Redesign Alternative would result in a, elimination of commercial and retail uses. Therefore, the Redesign Alternative would result in a slight reduction in cumulative water quality impacts as compared to the proposed project. (DEIR, p. 6.0-30.)

Geology and Soils (Slightly Better than the Proposed Project)

Development of the proposed project would result in erosion and changes in topography as well as promote potentially unstable soil conditions. Development of the proposed project would include earthwork that would involve the excavation of soil and bedrock materials. This grading would generate cut slopes and change the topography at the site. Groundwater seeps are likely to occur from fractures that may be exposed in numerous areas within the future excavation. Permanent cut slopes would be made to prepare the site for the proposed development. This disturbance of the project site would result in increased erosion, potentially unstable soil conditions, and would also generate a large volume of earth materials that would require disposal. The Redesign Alternative would result in slightly less soil disturbance and generation of earth materials because Building A would have a smaller footprint than the proposed project. Therefore, the Redesign Alternative would result in slightly less site disturbance than the proposed project reducing erosion and soil impacts. (DEIR, pp. 6.0-30 to 6.0-31.)

Biological and Natural Resources (Same as the Proposed Project)

The Lahontan cutthroat trout can be found in the Truckee River and could potentially spawn in associated Martis Creek tributaries and drainages in the project study area. This species is federally listed as threatened and is afforded additional protection under Placer County General Plan Policies 6.C.6 and 6.C.8. Runoff carrying sediment or contaminants from the construction site has the potential to adversely affect Lahontan cutthroat trout in downstream areas, if they are present, if substantial amounts of pollutant-laden runoff were to reach the West Fork of West Martis Creek. The Redesign Alternative would reduce the footprint of Building A from 29,400 to 28,000 and development of the same number of townhome sites resulting in less soil disturbance. However, water quality impacts are anticipated to be similar for both the Redesign Alternative and the proposed project. (DEIR, p. 6.0-31.)

The project study area contains potential nesting and foraging habitat of varying quality for several special-status bird species, including yellow warbler, northern goshawk, Cooper's hawk, and California spotted owl. Habitat is also available for common raptor species protected by Section 3503.5 of the California Fish and Game Code and migratory birds protected under the MBTA. Construction within occupied habitat of protected bird species that requires the removal or disturbance of vegetation could cause direct impacts on breeding and nesting activities. Removal of this habitat would be considered a direct and significant impact if protected bird species were taken or deterred from occupying breeding and nesting locations. Construction could also result in noise, dust, and other indirect disturbances to nesting bird species in the immediate vicinity, resulting in potential nest abandonment and mortality to eggs and chicks. The proposed project site has been previously disturbed and contains a day-skier parking lot. The Redesign Alternative would result in a reduced footprint for Buildings A-1 and A-2 (from

29,400 sf to 25,787 sf) and development of the same number of townhome units. However, impacts to special-status species would be similar to the proposed project. (DEIR, p. 6.0-31; Placer County Planning Department Staff Report to Planning Commission.)

One drainage feature was found in the project site but the feature lacks hydrologic connectivity to navigable waters and is not adjacent to other jurisdictional features (EDAW 2004). Construction of the roadway would result in the loss (fill) or temporary disturbance) of a small amount (less 200 linear feet) of this drainage. If the drainage were determined to be a Waters of the U.S., the project impact would be considered significant. The Redesign Alternative would result in a smaller footprint for Buildings A-1 and A-2 (from 29,400 sf to 25,787 sf) and development of the same number of townhome units. However, impacts to jurisdictional waters would be similar to those of the proposed project. (DEIR, p. 6.0-31.)

The proposed project would result in an incremental loss of mixed conifer/fir alliance (up to 2.5 acres), which provides habitat for many common plant and wildlife species. Mixed conifer/fir alliance is regionally abundant and would remain regionally abundant following implementation of the aforementioned reasonably foreseeable projects. The proposed project may also result in impacting waters of the U.S. The project will not result in impacts to special status species or result in the disruption of wildlife corridors or fragmentation of existing habitats. Mixed conifer/fir alliance is regionally abundant and would remain regionally abundant following implementation of the aforementioned reasonably foreseeable projects. The Redesign Alternative would result in a reduced footprint for Building A. However, cumulative impacts to wildlife habitat, riparian habitat, and special status species would be similar to the proposed project. (DEIR, p. 6.0-32.)

Cultural Resources (Same as the Proposed Project)

Archaeological investigations for the proposed project are adequate to identify typical prehistoric and historic resources in the area. These investigations did not identify any historical resources, unique archaeological resources, or human remains on the project site. However, there is a possibility of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect significant archaeological resources. The Redesign Alternative would result in development of the project site similar to the proposed project. However, slightly less ground disturbance would occur in association with a reduced footprint for Building A. Therefore, this alternative would result in similar impacts to undiscovered cultural resources and human remains. (DEIR, p. 6.0-32.)

Public Services and Utilities (Same as the Proposed Project)

Construction and buildout of the proposed project would increase demand for fire and emergency services that may exceed the ability of the NFD to meet its response time goal, resulting in unacceptable levels of service for structure fires, wildfires, and medical emergencies. The Redesign Alternative would develop the project site with the same number of residential units and a reduction in the footprint for Buildings A-1 and A-2. Commercial and retail uses would be reduced, but not eliminated. Therefore, the Redesign Alternative would result in

increased demand for fire and emergency services and potentially expose persons or structures to fires similar to the proposed project. (DEIR, p. 6.0-32.)

These proposed land uses would increase the NCSD's demand for potable water and would require infrastructure upgrades. Given the uncertain timing of various other Northstar projects, it is impossible to determine what the status of the other Northstar projects and the status of the various master water plan improvements would be when the proposed project was implemented, so it cannot be determined whether new water sources would be required to serve the project (NCSD, 2005). (DEIR, p. 6.0-33.)

Additional infrastructure necessary to link the project to the existing Northstar water system would be minimal because the project would be located near existing water lines and storage tanks. As previously discussed, there are multiple projects planned for development within Northstar and it is uncertain which improvements would be available to serve The Northside and the specific amount of development that would occur prior to The Northside. The Redesign Alternative would result in development of the project site with the same number of residential units, a reduction in the footprint for Buildings A-1 and A-2, and elimination of some, but not all, commercial and retail uses for the project. Therefore the Redesign Alternative would impact the need for new water sources or water infrastructure similar to the proposed project. (DEIR, p. 6.0-33; Placer County Planning Department Staff Report to Planning Commission.)

Parks and Recreation

No significant or cumulative parks and recreation impacts were identified in Section 4.12, Parks and Recreation. (DEIR, p. 6.0-33.)

Visual Impacts/Light and Glare (Similar to the Proposed Project, as redesigned)

The Northside project would require the removal of existing trees for the construction of buildings, roadways, infrastructure, and parking lots. To accommodate the project, approximately 650 trees, 6 inches or greater in diameter (which amounts to approximately 80 percent of the total tree cover on the project site) would require removal (EDAW, 2004). Trees around the perimeter of the site would be retained where feasible. Nevertheless, implementation of the proposed project would alter some existing views from private residences. Currently, residences located along Grouse Ridge Run to the west of the site have views of forest and parking lot pavement from some angles. Removal of trees in association with the project would alter the visual character of the area and allow views of condominium structures (the condominium buildings would vary in height and would be a maximum height of 3.5 stories (64 feet); the townhome units would be 1 ½ to 2 ½ stories high with a maximum height of 30 feet.) The Project, as revised in the Final EIR, reduces slightly these building heights. The Redesign Alternative would result in a slightly reduced disturbance to the project site as the footprint for Building A would be slightly smaller than the proposed project. In addition, the townhome component of the project would have the same density (34 townhome units). Building A would be split into two condominium buildings, reducing the building mass. The revised project, by contrast, would also reduce building mass into three buildings, and would reduce building heights. Thus, the revised project would, as compared to the Redesign Alternative, retain more

open space between units. (DEIR, p. 6.0-33; Placer County Planning Department Staff Report to Planning Commission.) Thus, due to the reduced height of the Project as redesigned, however, the Project would result in reduced impacts to the existing visual character of the site as compared to the Redesign Alternative. (See FEIR, chapter 3.1, Master Response 4.4.1.)

The project site is not located adjacent to or within view of any scenic highway I-80, approximately 5 miles northwest of the project site, and SR 28, approximately 4 miles southeast (Caltrans 2003), are the nearest routes eligible for State Scenic Highway designation. SR 267, Schaffer Mill Road and Northstar Drive are designated as scenic routes in the MVCP (Policy 4.C.1). Based on field review and line-of-sight analysis, there are virtually no clear views of project site from I-80 due to the distance from the site and intervening topography and tree coverage. In addition, the proposed project would not be visible from the Yuba Donner National Scenic Byway, SR 28, or SR 267 given the distance and intervening topography and trees. Portions of the project site would be visible from Northstar Drive as well as from parking lots located to the west of the site. Existing views of the site include trees and pavement associated with skier parking lots. The proposed project would introduce three condominium structures (each 64 feet tall) and 34 townhomes (generally less than 30 feet tall). Condominium and townhomes would be partially visible from existing vantage points, including Northstar Drive. The Redesign Alternative would result in development the same number of townhomes which would result in comparable open space between these units. Thus, the project would appear less dense when viewed from Big Springs Drive and Northstar Drive. The pool/spa facility would be moved to the east of Buildings A-1, A-2 and B and would not be visible from Northstar Drive. The footprint of Building A would be reduced approximately 3,600 sf and divided into two structures creating a less massive appearance as compared to the proposed project. As redesigned, building heights are further lowered. (Final EIR, chapter 3.1; FEIR, Master Response 4.4.1.) Therefore, impacts on a scenic highway or roadway would be comparable under the Redesign Alternative as they would be for the revised proposed project. (DEIR, p. 6.0-24; Placer County Planning Department Staff Report to Planning Commission.)

Summary

Alternative 3 – Redesign Alternative, is on balance comparable to the revised project. Implementation of the Redesign Alternative would result in reduced impacts to the jobs/housing ratio as compared to the proposed project, but slightly greater impacts than the revised project. The safety and transit impacts under the proposed townhome access and the parking impact for the condominium and non-residential uses would be comparable. (DEIR, pp. 6.0-25 to 6.0-26.)

The Redesign Alternative would result in a reduction to 13,000 total sf in the amount of retail and commercial services in Building A as compared to the revised proposed project which eliminates all commercial and retail space (37,200 sf), and reduces the size of Building A to two smaller buildings, each one less floor in height. (FEIR, pp. 2.0-3, 3.0-2, Placer County Planning Department Staff Report to Planning Commission.) The reduction in the commercial square footage of the proposed project would result in a decrease in environmental impacts, as the traffic generation and resultant noise levels and air pollutant emissions would decrease. The reduction in building heights would decrease visual impacts to existing residences with a view of the project site. (FEIR, p. 3.0-3.) Because the revised proposed project eliminates

commercial/retail uses, the Redesign Alternative is slightly worse than the revised project in these respects

Conclusion

The County concludes that, on balance, the Redesign Alternative is similar in impacts to the proposed project described in the Final EIR. The impacts of this alternative, as compared to the Project, are in many respects comparable. Since the publication of the Draft EIR, however, the project has been revised to reduce building heights, reduce Building A's footprint with two smaller redesigned buildings, and eliminate commercial/retail uses. These revisions actually go further than those proposed in the Redesign Alternative. The County therefore finds that the revised proposed project is environmentally superior to the Redesign Alternative. For this reason, the County rejects this alternative.

C. Environmentally Superior Alternative.

Table 6.0-1 in the Draft EIR provides a summary of the potential impacts of the alternatives evaluated in this section, as compared with the potential impacts of the proposed project. Based on the evaluation described in this section, the No Project Alternative would be the environmentally superior alternative; however, the No Project Alternative would not meet any of the project objectives. As shown in Table 6.0-1, the Alternative (Alternative 3) would reduce slightly certain of the Project's impacts. This alternative is therefore identified in the Final EIR as the environmentally superior alternative. (DEIR, p. 6.0-34.) The applicant has subsequently revised the project, primarily by lowering building heights and eliminating commercial/retail uses. These revisions actually go further than the Redesign Alternative. The County therefore finds that the revised proposed project is the environmentally superior alternative.

X. RECIRCULATION.

No new significant environmental impacts or issues, beyond those already covered in the Draft EIR for The Northside project, were raised during the comment period, and Placer County, acting as lead agency, directed that responses to the Draft EIR comments be prepared. Responses to comments received during the comment period do not involve any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. (FEIR, p. 4.0-1.)

Pursuant to section 15088.5 of the State CEQA Guidelines, recirculation of an EIR is required when "significant new information" is added to the EIR after public notice is given of the availability of the Draft EIR for public review but prior to certification of the Final EIR. The term "information" can include changes in the project or environmental setting, as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.

“Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- (1) A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
- (2) A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
- (3) A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it.
- (4) The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The above standard is “not intend[ed] to promote endless rounds of revision and recirculation of EIR’s.” (*Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal. 4th 1112, 1132.) “Recirculation was intended to be an exception, rather than the general rule.” (*Ibid.*)

The modifications to the project description would reduce the heights of the proposed buildings and the overall square footage of the proposed project components. The proposed Condominium Buildings A and B would decrease by one story each, as would the proposed townhome units. (FEIR, p. 3.0-3; Master Response 4.4.1; Placer County Planning Department Staff Report.)

The reduction in the square footage of the project would result in a decrease in environmental impacts, as the traffic generation and resultant noise levels and air pollutant emissions would decrease. The reduction in building heights would decrease visual impacts to existing residences with a view of the project site. The effect of the proposed changes on the analysis in the Draft EIR is analyzed below for each environmental area discussed in the Draft EIR. (FEIR, p. 3.0-3; Placer County Planning Department Staff Report.)

LAND USE

The removal of the commercial uses would not result in any new land use impacts. There are no requirements in the Martis Valley Community Plan or the County Zoning Ordinance for commercial uses to occur on the project site. There would be no increase to land use incompatibilities with adjacent uses. Land use impacts for the project would be consistent with those identified in the Draft EIR, and mitigation measures identified in Section 4.1, Land Use, of the Draft EIR would continue to be applicable. (FEIR, p. 3.0-3; Placer County Planning Department Staff Report..)

POPULATION, HOUSING AND EMPLOYMENT

No changes in population or housing would occur in association with the revisions to the project because the number of condominium and townhome units would remain unchanged. The removal of retail uses would result in a decrease in the number of jobs generated in association with the project. Approximately 75 total jobs would be created by the project. The reduction in employees would result in a decreased demand for employee housing as well. Approximately 19 employee housing units would be needed to support the project. Impacts to jobs/housing balance would remain less than significant. Population, housing, and employment impacts would not increase over those identified in the Draft EIR. (FEIR, p. 3.0-3.)

HUMAN HEALTH/RISK OF UPSET

The modifications to the project would not result in any changes in significance relative to human health/risk of upset impacts including: potential airport operation conflicts, potential radon hazards, potential bear hazards, potential exposure to known hazardous materials contamination, potential exposure to hazardous materials through routine use or accidental release; and potential exposure to construction-related hazards. Impacts to human health/risk of upset would have the same level of significance as identified in the Draft EIR, and mitigation measures identified in Section 4.3, Human Health/Risk of Upset, of the Draft EIR would be applicable. (FEIR, p. 3.0-5.)

TRAFFIC AND CIRCULATION

The proposed project modifications would remove the commercial/retail component of the project. The Northside would include up to 137 residential units (103 condominium units and 34 townhome units), approximately 6,000 sf of supportive services for the condominiums, and a 8,900 sf recreation center. (FEIR, p. 3.0-6; Placer County Planning Department Staff Report to Planning Commission.)

The project trip generation identified in Table 4.4-12 of the Draft EIR indicates that the previously proposed land uses would generate 75 external p.m. peak-hour trips and 709 external daily trips during the summer and 87 external p.m. peak-hour trips and 804 external daily trips during the winter. (FEIR, p. 3.0-6.)

Revised Table 4.4-12 presents the impact the proposed project changes would have on the project trip generation applying the same trip rates, internalization percentages, and reductions to internal trip generation based upon pedestrian/transit access. As Revised Table 4.4-12 indicates, the proposed project changes would result in a net decrease of 45 p.m. peak-hour external trips during the summer and winter. This represents a net reduction in external trip generation of 60 percent in the summer and 52 percent in the winter. Internal peak-hour trips would be reduced by 96 percent in the summer and 95 percent in the winter. As a result, all external transportation impacts in both summer and winter identified in the DEIR would be reduced by the change in land use. (FEIR, p. 3.0-6; Placer County Planning Department Staff Report..)

NOISE

The revisions to the project would result in some changes in the distribution of noise on the project site. The decrease in traffic associated with the removal of the commercial/retail uses would result in reduction in traffic noise. As traffic noise impacts were identified as less than significant in the Draft EIR, the significance of noise impacts would not change with the change in the project description. Noise generated by project construction and other components of the project would remain the same, and mitigation measures identified in Section 4.5, Noise, of the Draft EIR would be applicable. (FEIR, p. 3.0-13.)

AIR QUALITY

The project revisions to the project would result in the removal of commercial uses from the project. On an operational level, the decrease in the square footage of commercial uses would result in fewer visitor, employee and delivery truck trips. Therefore, the project would result in a slight decrease in air quality impacts. The proposed revisions would not result in an increase in air quality impacts over those described in the Draft EIR, and mitigation measures identified in Section 4.6, Air Quality, of the Draft EIR would be applicable. (FEIR, p. 3.0-14.)

HYDROLOGY AND WATER QUALITY

Revisions to the proposed project would result in removing commercial/retail uses from the project. This change would not result in a decrease in the development area of the project site, as the footprint for Condominium Building A would remain the same. The proposed revisions would not result in an increase in hydrology and water quality impacts over those described in the Draft EIR, and mitigation measures identified in Section 4.7, Hydrology and Water Quality, of the Draft EIR would be applicable. (FEIR, p. 3.0-14.)

GEOLOGY AND SOILS

Project modifications would not result in any changes to impacts associated with geology and soils. As the reduction of commercial uses would not change the developed area of the project site, impacts associated with erosion, changes to site topography, and removal of earth materials would remain the same. Impacts would be consistent with those identified in Section 4.8, Geology and Soils, and mitigation measures identified in Section 4.8, Geology and Soils, of the Draft EIR would be applicable. (FEIR, p. 3.0-14.)

BIOLOGICAL AND NATURAL RESOURCES

The revisions to the project are not anticipated to result in any impacts to loss or disturbance of common plant communities and special-status plants, common wildlife species and their habitat. The removal of commercial uses from the project would not result in any changes to the area of the project site proposed for development, and would not change any areas anticipated for disturbance. As such, impacts associated with biological resources would be the same as those identified in the Draft EIR. Therefore, no changes in the severity of impacts would occur with implementation of mitigation measures identified in Section 4.9, Biological and Natural Resources of the Draft EIR. (FEIR, p. 3.0-14.)

CULTURAL RESOURCES

The removal of commercial uses from the project would not result in any changes to the area of the project site proposed for development, and would not change any areas anticipated for disturbance. As such, impacts associated with cultural resources would be the same as those identified in the Draft EIR, and mitigation measures identified in Section 4.10, Cultural Resources, of the Draft EIR would be applicable. (FEIR, p. 3.0-14.)

PUBLIC SERVICES AND UTILITIES

Revisions to the project in terms of locating 20,000 sf of commercial and retail uses on the parcel to the southeast of Northstar Drive would not result in greater demands for public services and utilities than analyzed in the Draft EIR. Infrastructure is located in the area which could be extended to serve commercial and retail uses. No change would occur to demand for fire protection and emergency medical services, law enforcement services, or public schools. No increases in water demand or wastewater generation would occur. A slight decrease in electricity, natural gas and telephone service may occur due to the reduction in square footage of retail and commercial uses. Mitigation measures identified in Section 4.11, Public Services and Utilities, of the Draft EIR would be applicable. (FEIR, p. 3.0-15.)

PARKS AND RECREATION

The project does not include any revisions to the amount of residential development proposed. The project applicant proposes a decrease in retail and commercial uses. This would not impact demand for parks and recreation. (FEIR, p. 3.0-15.)

VISUAL RESOURCES/LIGHT AND GLARE

The project applicant proposes to lower the heights of Condominium Buildings A and B by one floor. In addition, Building A has been redesigned without its former retail and commercial use as two smaller, lower buildings (A-1 and A-2.) The reduction in height and building footprint would result in less obvious alteration of the existing visual character of the site and scenic resources within a state scenic highway, designated county scenic roadway, and/or roadways eligible for scenic designation. Daytime glare and nighttime lighting and glare impacts could also be reduced as the lower height of the condominium structures and Buildings A-1 and A-2 would allow for more tree screening. Therefore, visual resource impacts would not be significantly impacted by proposed project revisions, and mitigation measures identified in Section 4.13, Visual Resources, of the Draft EIR would be applicable. (FEIR, pp. 3.0-15; see Master Response 4.4.1, Placer County Planning Department Staff Report to Planning Commission.)

XI. STATEMENT OF OVERRIDING CONSIDERATIONS.

“CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and

satisfying living environment for every Californian.” (CEQA Guidelines, § 15021, subd. (d); see also *City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 401.) To reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment, an agency must prepare a statement of overriding considerations.” (CEQA Guidelines, § 15021, subd. (d), 15093.) A statement of overriding considerations must set forth the specific reasons why the agency found that the project’s “specific economic, legal, social, technological, or other benefits” rendered “acceptable” its “unavoidable adverse environmental effects.” (CEQA Guidelines, §§ 15093, subd. (a), 15043, subd. (b); see also Pub. Resources Code, § 21081, subd. (b).)

As set forth in the preceding findings, the County’s approval of the Project will result in certain significant adverse environmental effects that cannot be avoided even with the adoption of all feasible mitigation measures. The findings concerning project mitigation measures and alternatives list these significant, unavoidable impacts.

Despite the occurrence of these effects, the Board chooses to approve the Project because the economic, social, and other benefits that the Project will produce render the otherwise significant and unavoidable effects acceptable.

The following statement identifies the reasons why, in the County’s judgment, the benefits of the Project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the Project. The substantial evidence supporting the various benefits can be found in the documents identified above for inclusion in the Record of Proceedings.

The County finds that the Project would have the following economic, social, and environmental benefits:

1. The Project completes the vision for the Northstar-at-Tahoe Master Plan resort by providing a central, focused gathering place for visitors and residents alike.
2. The Project complements the ongoing renovation, enhancement, and establishment of the Northstar Village as a pedestrian-oriented, vibrant, resort core with an emphasis on all-season recreational and commercial activity.
3. The Project helps fulfill Northstar-at-Tahoe’s goal of continuing to build a rich and balanced resort community.
4. The Project implements a land use plan that is responsive to the Northstar community regarding visual character, traffic management, parking availability, recreational facilities, environmental issues, and the desire for expanded community services and amenities.
5. The Project is consistent with the planning guidelines and principles of adopted plans and policies.

6. The Project incorporates sustainable design concepts to ensure long-term preservation, the enhancement of resources, and the reduction of site impacts.
7. The Project uses and draws upon the sustainable concepts outlined in the U.S. Green Council's LEED standards or LEED equivalent.
8. The Project reinforces Northstar as a four-season destination resort.

CEQA FINDINGS OF FACT, THE NORTHSIDE

Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
LAND USE			
Impact 4.1.1 Construction of the proposed project could produce temporary adverse effects on adjacent residential land uses and the Northstar Village. (PS) (DEIR, p. 4.1-9; FEIR, p. 2.0-5.)	MM 4.1.1.a Prior to improvement plan approval and/or during any construction activities requiring complete or partial closure of existing public roadways surrounding the project site, the project applicant shall perform the following tasks to the satisfaction of the Placer County Planning and Public Works Departments: <ul style="list-style-type: none"> • Provide written notice to property owners along affected roadways and the Northstar Fire District one week prior to roadway closures. • Ensure public safety by clearly marking and securing roadway construction areas. • Place steel plates over open trenches at the end of each workday (or other appropriate measures) to restore vehicle access to all residents. • Ensure access and parking for users and residents of buildings to remain on the project site. • Obtain written approval from the Mitigation Measure Resulting Level of Significance County Director of Public Works for any proposed temporary road closures or detour routes. • Obtain written approval from the Northstar Fire Department (NFD) and CDF for any proposed 	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: As described in Section 3.0, Project Description, proposed project construction may or may not occur simultaneously or sequentially. It is anticipated to occur over three or four phases, each taking approximately 18 months to complete, with the anticipated buildout year of 2012. Ongoing construction activities could temporarily affect some of the medium density residential uses to the north and residential and commercial uses in Northstar Village to the south. The proposed project site would be subject to reuse of an existing parking area and includes new construction and grading, including new buildings, utilities, and roadway construction. Construction of the proposed project could result in temporary health hazards (from construction equipment), traffic, noise, dust, safety, and visual impacts that could affect adjacent residents, patrons of Northstar Village, and people using Northstar Drive or Big Springs Drive.</p> <p>Measures to address health hazards, traffic hazards, noise impacts, air quality emissions, and aesthetic impacts are addressed in Section 4.3, Human Health/Risk of Upset; Section 4.4, Traffic and Circulation; Section 4.5, Noise; Section 4.6, Air Quality; and Section 4.13, Visual Resources/Light and Glare. (DEIR, p. 4.1-9.)</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<p>temporary road closures or detour routes.</p> <ul style="list-style-type: none"> • Ensure access for users of Northstar Drive. • Post notice of planned closure on affected roadways two weeks prior to roadway closures. • Clearly mark and secure roadway construction areas to provide for public safety. <p>(DEIR, pp. 4.1-9 to 4.1-10; FEIR, pp. 2.0-5 to 2.0-6.)</p>		
MM 4.1.1b	<p>During demolition and construction activities, the project applicant shall limit the amount of daily construction equipment traffic by staging heavy construction equipment and vehicles on the project site at the end of each workday rather than removing them.</p> <p>(DEIR, p. 4.1-10; FEIR, pp. 2.0-6 to 2.0-7.)</p>		<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: As described in Section 3.0, Project Description, proposed project construction may or may not occur simultaneously or sequentially. It is anticipated to occur over three or four phases, each taking approximately 18 months to complete, with the anticipated buildout year of 2012. Ongoing construction activities could temporarily affect some of the medium density residential uses to the north and residential and commercial uses in Northstar Village to the south. The proposed project site would be subject to reuse of an existing parking area and includes new construction and grading, including new buildings, utilities, and roadway construction. Construction of the proposed project could result in temporary health hazards (from construction equipment), traffic, noise, dust, safety, and visual impacts that could affect adjacent residents, patrons of Northstar Village, and people using Northstar Drive or Big Springs Drive.</p> <p>Measures to address health hazards, traffic hazards, noise impacts, air quality emissions, and aesthetic impacts are addressed in Section 4.3, Human Health/Risk of Upset; Section 4.4, Traffic and Circulation; Section 4.5, Noise; Section 4.6, Air Quality; and Section 4.13, Visual Resources/Light and Glare. (DEIR, p. 4.1-9.)</p>
POPULATION HOUSING AND EMPLOYMENT			

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Impact/Significance prior to Mitigation	Impact 4.2.3	MM 4.2.3	Mitigation Measure	Significance w/ Mitigation	Findings of Fact
The proposed project would created up to 75 jobs, generating demand to house 19 full-time employee equivalents. The project does not include provision for on-site employee housing. (PS) (DEIR, p. 4.2-13; FEIR, p. 2.0-8.)		MM 4.2.3	The project applicant shall mitigate potential impacts to employee housing through compliance with the Placer County General Plan Housing Element Policy (2.A.14) requiring new Sierra Nevada and Lake Tahoe employees to house 50 percent of the employee housing demand (e.g., FTEE employees) generated by the project. Prior to the approval of the first final map, and with submittals of future tentative maps and/or CUP applications, the project applicant shall submit to Placer County an Employee Housing Mitigation Plan that details the method of providing the required employee housing units, proposed occupancy (rental or for sale), number of employees served by the employee housing units or, in the case of in-lieu fee payment, number of employees credited, transportation to and from the project, timing of the development of employee housing units, and any incentives requested. For each subsequent development phase, the required amount of employee housing shall be accommodated. (DEIR, pp. 4.2-15 to 4.2-16; FEIR, pp. 2.0-8 to 2.0-9.)	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The residential, retail/ski services, and recreational components of the proposed project are expected to generate as many as 75 full-time employee equivalent (FTEE) jobs. These FTEE jobs take into account both full-time and part-time jobs. Table 4.2-11 shows the number of direct jobs that could be expected at buildout of the proposed project. The Staff Report contains further information regarding FTEE jobs in light of revisions to the project, particularly the elimination of retail uses. As stated in the Housing Element of the Placer County General Plan, the proposed Northside project is required to provide housing for 50 percent of the employees it generates. Table 4.2-11 shows that the project would generate 137 FTEE jobs and would be required to house 69 employees. (DEIR, p. 4.2-13.) Based on revisions to the project, 75 FTEEs would be generated.</p> <p>Buildout of the proposed Northside project would result in the development of 137 dwelling units. It is conservatively estimated that the proposed condominium and townhome units would not be affordable to most of the people who would be employed on the project site. Therefore, it is not anticipated that every employee would live on the building site. Further, it is not assumed that all employees live where they work. (DEIR, p. 4.2-14.)</p> <p>Implementation of MM 4.2.3 would reduce the affordable housing and employee-housing imbalance impacts of the proposed project to a less-than-significant level. This measure would bring the proposed project into consistency with policies pertaining to housing in the 2003 MVCP and the Placer County General Plan. MM 4.2.3.</p> <p>The implementation of mitigation measure MM 4.2.3 would have four potential outcomes:</p> <ul style="list-style-type: none"> • Development of employee housing on the project site, • Development of employee housing off-site in the Martis Valley/North Lake Tahoe region, • Dedication of land to Placer County for development of employee housing, or • Payment of an in-lieu fee to fund employee housing development.

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Finding of Impact
<p>Impact 4.2.4</p> <p>Development of The Northside would result in increased population in the Martis Valley region as well as additional need for employee housing inconsistent with Policy A.14 of the Placer County General Plan. (CU) (DEIR, p. 4.2-19; FEIR, p. 2.0-9.)</p>	<p>Implementation of Mitigation Measure 4.2.3 would reduce the proposed project's contribution to cumulative population, housing, and employment impacts to a less than significant level. (DEIR, p. 4.2-19; FEIR, p. 2.0-9.)</p>	<p>LS</p>	<p>(DEIR, p. 4.2-16.)</p> <p>Each of these options would result in development of employee housing and the environmental effect of fulfilling mitigation measure MM 4.2.3. (See DEIR, pp. 4.2-16 – 4.2-18.) Compliance with one of these options would compensate for this impact.</p> <p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: Cumulative development in the vicinity of the proposed project would increase the population and number of housing units in Placer County. However, development of The Northside is consistent with the land use and growth assumed in the Placer County General Plan and the 2003 MVCP. The Placer County General Plan defers to the 2003 MVCP to identify land uses and to accommodate anticipated growth in the area. The proposed project's contribution to population growth has been identified and considered in the Placer County General Plan EIR as well as the 2003 MVCP EIR (reference). (DEIR, p. 4.2-19.)</p> <p>As described for Impacts 4.2.2 and 4.2.3, development of The Northside would include construction of 137 dwelling units and would result in increased population and employment (direct and indirect) that would contribute to the regional need for affordable housing. Although the proposed project includes an increase in housing, it does not include a provision for affordable and/or employee housing. The Northstar resort community provides employee housing at Hilltop Lodge and at homes in Truckee. The environmental impact of creating more jobs than housing occurs primarily through the increase in trips that employees would make to travel to and from their home and place of employment. Employee trips are a component of the trip generation factors based on types of land use and thus are considered in the analysis of traffic and circulation, air quality, and noise impacts of the proposed project in this EIR. (DEIR, p. 4.2-19.)</p>
HUMAN HEALTH/RISK OF UPSET			
<p>Impact 4.3.3</p> <p>A bear that becomes conditioned</p>	<p>MM 4.3.3</p> <p>During project construction, the project applicant shall routinely remove trash in the project site</p>	<p>LS</p>	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's</p>
<p>S - Significant</p> <p>PS - Potentially Significant</p>		<p>LS - Less Than Significant</p> <p>CS - Cumulative Significant</p> <p>SU - Significant and Unavoidable</p>	

Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
to eating human food can quickly lose its natural aversion to people and become a nuisance or threat to humans. (PS) (DEIR, p. 4.3-11; FEIR, p. 2.0-9.)	throughout the day and at the close of each construction day. Trash shall be disposed of in bear-resistant trash containers as described by Placer County Code Section 8.16.010. (DEIR, p. 4.2-11; FEIR, pp. 2.0-9 to 2.0-10.)		Explanation: During construction of the proposed project, garbage containing food remnants may be indiscriminately disposed of in the project area. This may attract black bears resulting in a nuisance to construction workers. Habituated black bears can cause expensive damage to houses, cars, and garbage facilities when searching for food, as well as represent a physical threat to humans. (DEIR, p. 4.2-11.) Placer County Code Section 8.16.010 requires all new development to include bear-resistant trash enclosures. As a result, bear hazards would be less than significant during project operation. (DEIR, p. 4.2-11.)
Impact 4.3.6 Construction activities for the proposed project would occur in phases, with most of the construction occurring from May through mid-October, potentially exposing visitors and residents to risk of injury. (PS) (DEIR, p. 4.2-13; FEIR, p. 2.0-11.)	Clear demarcation of construction areas, including fencing, temporary walls, signage, protective barriers, and security provisions for public safety shall be noted in the project improvement plans and shall be located away from existing dwellings and protected resources in the area to the satisfaction of the County. These public safety protection features shall be in place prior to the onset of construction. (DEIR, p. 4.2-13; FEIR, p. 2.0-11.)	LS	Finding: The County hereby directs that the policies, The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: The proposed project site would require excavations and embankments for construction of the new building pads, parking, and utilities. Construction activities would occur in areas where visitors and residents would be present, especially during daylight hours and on weekends. Construction during the winter months would take place primarily within enclosed buildings, except where an extension by the Lahontan RWQCB is granted. However, the excavated areas in and around the project site would be exposed and construction equipment may be present during the winter months. Excavated areas present potential hazards as persons may fall into the excavated area and not be able to get out on their own. Large construction equipment also presents a hazard, as the operator of the equipment may not see visitors to the site who are not wearing appropriate protective gear, such as a hard hat and orange vest for visibility. (DEIR, p. 4.2-13.) Even with the planned precautions, construction activities for the proposed project could result in hazards to visitors and residents. Therefore, this impact is considered potentially significant . (DEIR, p. 4.2-13.)
TRANSPORTATION AND CIRCULATION			

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Finding/Conclusion
Impact 4.4.1 The project proposes to construct two access driveways on Northstar Drive and one access driveway on Big Springs Drive. Sight distance at the Big Springs Drive access intersection is limited. (PS) (DEIR, p. 4.4-46; FEIR, p. 2.0-11.)	MM 4.4.1 Prior to approval of improvement plans, the project applicant shall revise the grading plans for the project to provide for corner sight distance of at least 385 feet at the project's intersection with Big Springs Drive. The improvement plans shall meet the requirements of the California Fire Code and California Building Code. The grading plans shall be submitted to Placer County Department of Public Works for review and approval." (DEIR, p. 4.4-46; FEIR, pp. 2.0-11 to 2.0-12.)	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The site plan was reviewed to determine whether there would be any significant design hazards associated with the proposed site circulation. The on-site townhome access road is proposed to be designed to a minimum 15 mile per hour design speed. An emergency access is proposed to be constructed that would connect the townhome and condominium sites in order to provide adequate emergency access (see Impact 4.11.1.1 in Section 4.11, Public Services and Utilities). The proposed site plan would provide for adequate internal circulation. However, there is a potential that the project access on Big Springs Drive could be constructed such that it does not provide adequate corner sight distance. (DEIR, p. 4.4-46.)</p> <p>Corner sight distance is the distance a driver waiting at a crossroad of an unsignalized intersection should be able to see in either direction along the main roadway, in order to accurately identify an acceptable gap in through traffic. A clear line of sight should be maintained between the driver pulling out of the minor street and any approaching vehicle on the major street. The required corner sight distance provides a full 7.5 seconds for the driver to complete all necessary maneuvers. The corner sight distance is measured assuming a minimum 15 foot setback for the driver on the crossroad at a height of 3.5 feet. The object on the major road is assumed to be at a height of 4.25 feet. (DEIR, p. 4.4-46.)</p> <p>The current design speed along Big Springs Road in the project vicinity is assumed to be 35 miles per hour. According to Plate 27-1 (Roadway Connections) of the Placer County General Specifications (October 1996), roadway connections serving more than one single-family residence should provide at least 385 feet of corner sight distance along roadways with a 35 mile per hour design speed. In addition, Plate 27-1 also states "where restrictive conditions do not allow compliance with specified sight distance requirements, the engineer may approve a reduction of the corner sight distance to the minimum stopping sight distance as outlined in the Caltrans Highway Design Manual (Caltrans, 1995)." (DEIR, p. 4.4-46.)</p> <p>A preliminary analysis indicates that approximately 275 feet of corner</p>
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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
Impact 4.4.2 Implementation of The Northside project would result in an increased demand for parking facilities. The project would result in an increased demand for parking for residential uses (PS) (DEIR, p. 4.4-47; FEIR, p. 2.0-11.)	MM 4.4.2 Prior to the approval of improvement plans for each of the condominium buildings, if there is a shortfall of parking spaces for the proposed residential use, the project applicant shall submit an agreement with the owner of the day skier parking lot to maintain adequate parking spaces to serve the use in the day skier parking lot within reasonable walking distance to The Northside that will be available to users of The Northside in perpetuity. The project applicant shall provide an update to Revised Draft EIR Table 4.4-17 supporting the proposed parking for the review and approval of the Placer County Planning Department. Employees of all nonresidential uses shall be required to park at the employee parking lot or be residents of the Northstar employee housing. All employees of The Northside shall be required to take a shuttle to the project site. (DEIR, p. 4.4-47; FEIR, pp. 2.0-12 to 2.0-13.)	LS	<p>sight distance would be provided north of the townhome's project access road (SCO, 2005). This distance is less than required by Placer County code. (DEIR, p. 4.4-46.)</p> <p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The Northside development provides two parking spaces per townhome and approximately 1.25 parking spaces per condominium dwelling unit. The condominium parking is proposed to be located underground with access limited to residences only. The project does not propose to construct additional parking for non-residential uses such as skier services, restaurant, or retail. (DEIR, p. 4.4-47.)</p> <p>This parking analysis is based upon winter conditions, as during the summer the majority of the day skier parking spaces in the Northstar Village area will be empty, thereby providing ample parking. In addition, this parking analysis assumes no parking is required for the recreational center uses proposed as a part of the project, as employees would be required to park at the employee parking lot during the winter and will be able to park in the day skier parking spaces during the summer. Also, the recreational facility is to be used by residents of Northstar Village and The Northside only. All of these residences are within one-quarter mile walking distance of the recreation center. Therefore, it is likely that all of the trips made by residents to the facility will be made as walking trips. In addition, as the skier services are assumed to generate delivery and employee vehicle trips only, no parking is assumed to be required for the skier services uses either. (DEIR, p. 4.4-47.)</p> <p>As shown in Table 4.4-17, applying the Placer County Zoning Ordinance parking requirements and the approved Northstar area residential parking requirements (per Northstar Village EIR and Northstar Highlands EIR) to the proposed land uses and applying reductions consistent with the trip generation analysis to account for employee trips or trips that are assumed to occur as walking or transit trips indicates a parking demand of 251 parking spaces (201 for residential and 50 for non-residential). This takes into account a shared parking approach for retail and restaurant uses within the development,</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Impact
<p>Impact 4.4.3</p> <p>The proposed project would result in the loss of 600 parking spaces at the existing day skier parking lot. Depending on the timing of the removal of parking spaces for The Northside and the construction of replacement spaces at the skier intercept lot, there may be a short-term imbalance in day skier parking. (PS) (DEIR, p. 4.4-49; FEIR, p. 2.0-13.)</p>	<p>MM 4.4.3</p> <p>The applicant shall show the removal of all 600 day skier parking spaces on the improvement plans for the proposed project that will impact the day skier parking lot. Prior to any improvement plan approval that eliminates existing day skier parking, the project applicant shall have begun construction of at least 600 day skier parking spaces at the skier intercept lot. The construction of the 600 spaces shall be complete prior to the commencement of ski season in approximately mid-November of the same year. (DEIR, p. 4.4-50; FEIR,</p>	<p>LS</p>	<p>resulting in a parking demand reduction from 61 spaces to 51 spaces for the non-residential uses. Details regarding the shared parking analysis can be found in Appendix D of this document. (DEIR, p. 4.4-47.)</p> <p>The analysis indicates that an additional 51 parking spaces should be provided for nonresidential uses. While the project itself does not include non-residential spaces, parking provided at the current day skier parking lot and intercept parking lot would accommodate this need. (DEIR, p. 4.4-47.)</p> <p>It is anticipated that the majority of users of the retail and skier services uses would be day skiers or would be staying at the resort. The day skiers would park in the intercept parking lot. Persons staying at the resort would park at the Village, the Northside condominium buildings, or the townhomes. Once parked at the resort, it is anticipated that users of the retail and skier services would walk to The Northside or take transit. Further, the retail and skier services uses are expected to include a coffee shop, offices associated with the operation of The Northside, and other uses that would be intended to primarily serve the users of The Northside. Visitors to the resort coming for the sole purpose of using these retail/skier services uses are anticipated to park in the existing day skier lot, as described under Methodology, and walk or take transit to The Northside. There is also the potential for the day skier parking spaces to be removed. (DEIR, p. 4.4-47.)</p> <p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The project proposes to remove 600 parking spaces in the existing day skier parking lot. However, no provision has been identified to ensure that the replacement spaces at the intercept lot are constructed at the time each of the existing 600 parking spaces is removed from use for construction of the project. Phase 1 of the skier intercept lot would construct approximately 600 parking spaces near the gas station north of Northstar Drive. However, if The Northside is constructed prior to the parking spaces at the skier intercept lot, a net loss of approximately 600 day skier parking spaces would result. This would impact the Northstar-At-Tahoe ski area operations, as approximately one quarter of its day</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	p. 2.0-13.)		skier parking would be lost (refer to Figure 3-10). (DEIR, p. 4.4-49.)
Impact 4.4.5 Implementation of The Northside project results in intersection LOS forecasted to be deficient at several study area locations under Future (Year 2012) Plus The Northside project conditions. (S) (DEIR, p. 4.4-50; FEIR, p. 2.0-14.)	MM 4.4.5a The project applicant shall pay its "fair share" for the intersection improvements identified in Table 4.4-18, excepting the SR 267/Schaffer Mill Road/Airport Road intersection, which is assumed to be paid 100 percent by development projects along Schaffer Mill Road, and the SR 28/SR 267 intersection, which is included in the Countywide Traffic Fee Program. The project's "fair share" to these improvements is identified in Table 4.4-19. (DEIR, pp. 4.4-51 to 4.4-52; FEIR, p. 2.0-14.)	SU	<p>Finding: The County hereby directs that the policies, implementation programs and mitigation measures be adopted. The County finds that there are no additional feasible mitigation measures or alternatives that the County could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unavoidable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the County finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the Project despite unavoidable remaining impacts.</p> <p>Explanation: The intersection LOS standard for the Town of Truckee is LOS D during the peak summer weekday peak hour outside of the downtown study area and LOS E during the peak summer weekday peak hour within the downtown study area. Placer County maintains a standard of LOS E for intersections along SR 267, LOS D for intersections within one-half mile of SR 267, and LOS C for intersections greater than one-half mile from SR 267. (DEIR, p. 4.4-51.)</p> <p>As shown in Table 4.4-15, the intersection LOS standards at the following intersections would be exceeded for the 2012 plus project conditions:</p> <ul style="list-style-type: none"> SR 267/Airport Road/Schaffer Mill Road (LOS F with project during winter peak) <p>As shown in Table 4.4-15, the intersection LOS standards at the following intersections would be exceeded without the project and the project would further exacerbate this failure under the 2012 plus project conditions:</p> <ul style="list-style-type: none"> Glenshire Drive/Donner Pass Road (LOS F without project and with project during summer peak) Bridge Street/Donner Pass Road (LOS F without project and with project during summer peak)

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
			<ul style="list-style-type: none"> • Bridge Street/West River Street (LOS F without project and with project during summer peak) • Brockway Road/Martis Valley Road (LOS F without project and with project during summer peak) • SR 267/Brockway Road/Soaring Way (LOS F without project and with project during summer peak) • SR 28/SR 267 (LOS F without project and with project during summer and winter peaks) • Northstar Drive/Basque Road (worst movement LOS F without and with project during winter peaks) • Northstar Drive/Big Springs Drive (worst movement LOS E without project and F with project during summer peaks and worst movement LOS F without and with project during winter peaks) • Northstar Drive/Gas Station/Administration Building (worst movement LOS F without project and with project during summer and winter peaks.) (DEIR, p. 4.4-51.)
MM 4.4.5b	The project applicant shall construct an eastbound acceleration lane on Northstar Drive, a southbound through lane, and a southbound right-turn lane at the Northstar Drive / Basque Road intersection with the first developed phase to the satisfaction of the DPW. The southbound left/right shared lanes shall be removed. The design shall conform to criteria specified in the latest version of Caltrans Highway Design Manual. Construction of said improvements shall be completed and accepted as complete prior to any building Certificates of Occupancy for any said phase. (DEIR, p. 4.4-52; FEIR, p. 2.0-15.)		
MM 4.4.5c	The project applicant shall construct an all-way stop, a northbound left turn lane, a northbound through lane, and an eastbound right-turn lane, and		
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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<p>eastbound left-turn lane, a southbound right-turn lane, and a southbound through lane at the Northstar Drive / Big Springs Drive intersection with the first developed phase to the satisfaction of the DPW. The southbound left/right shared lanes shall be removed. The design shall conform to criteria specified in the latest version of Caltrans Highway Design Manual. Construction of said improvements shall be completed and accepted as complete prior to any building Certificates of Occupancy for any said phase. (DEIR, p. 4.4-52; FEIR, pp. 2.0-15 to 2.0-16.)</p>		
	<p>MM 4.4.5d</p> <p>The project applicant shall prepare a signal warrant analysis for both winter and summer conditions at the intersection every year after project approval until one full year after the project is accepted as complete. A signal warrant analysis shall then be required every 3 years, for both summer and winter conditions, or at the sole discretion of the County. If the signal warrant analysis indicates a signal is warranted, it shall be the responsibility of the applicant to construct the improvements.</p> <p>Prior to improvements plan approval, the applicant shall provide cash security for the improvements of Northstar Drive and Big Springs Drive (signalizations, additional turn lanes). The security shall be submitted to the DWP and shall be 125 percent of the approved engineers</p>		

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	estimate. The security shall be returned to the applicant if determined by the DPW the improvements are no longer required to mitigate cumulative traffic impacts. (DEIR, p. 4.4-52; FEIR, pp. 2.0-16 to 2.0-17.)		
MM 4.4.5e	The applicant shall be required to pay traffic impact fees as prescribed by the Placer County Road Network Traffic Limitation Zone and Traffic Fee Program. The current estimated fee is \$4,031 per DUE, however, the actual fee paid will be that in effect at the time payment occurs. If the Placer County Board of Supervisors adopts a new traffic mitigation fee program or an update to the current traffic mitigation fee ordinance, and the new or updated program recognizes cross-jurisdictional impacts within the Town of Truckee, that action and program will supercede the fair share contribution requirements of this mitigation measure. (DEIR, p. 4.4-53; FEIR, pp. 2.0-17 to 2.0-18.)		
MM 4.4.3f	The project applicant shall prepare a signal warrant analysis for both winter and summer conditions at the intersection of Northstar Drive and North Village Drive for both winter and summer conditions every year after certificate of occupancy for the commercial uses proposed at the Northstar Village Center site. A signal warrant analysis shall then be required every 3 years, for both summer and winter conditions, or at the sole discretion of the County. If		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
<p>Impact 4.4.7</p> <p>The proposed Northside project would increase transit trips on the Northstar-to-Truckee and the Northstar-to-Kings Beach transit routes, which currently operate at capacity during the peak ski season. Additionally, the project will contribute to a need for transit services from within Northstar, connecting to planned transit service on SR 267 to both Kings Beach and Truckee. (PS) (DEIR, p. 4.4-59; FEIR, pp. 2.0-19 to 2.0-20.)</p>	<p>MM 4.4.7a</p> <p>The project applicant shall participate in the funding of the capital and ongoing operational requirements (e.g. establishment of a County Service Area) of a joint public transit service in the Highway 267 corridor between Truckee and Kings Beach. This joint service shall provide service to the proposed project as well as existing developed areas and other planned developments within Northstar-at-Tahoe, to provide a.m. and p.m. commute period shuttle service connecting with the existing regional service along SR 267. Service on SR 267 to Truckee and Kings Beach will also be necessary with this and other projects in the Martis Valley Community Plan area. If public transit service is not established and/or the project</p>	<p>LS</p>	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: According to staff of Area Transit Management (the Town of Truckee's prior contractor providing transit services), ridership on the Truckee Trolley service and the Kings Beach shuttle service reached service capacity on several winter days each year during the 2001-2002 ski season. As the proposed The Northside project would generate both visitor and employee transit trips, the resulting ridership demand would exceed the existing transit service capacity on these external transit services on peak winter days. (DEIR, p. 4.4-59.)</p> <p>The project as proposed would be inconsistent with Placer County General Plan Policy 3.B.9 which requires the development of transit services. (DEIR, p. 4.4-59.)</p>
<p>S - Significant PS - Potentially Significant</p>	<p>LS - Less Than Significant CS - Cumulative Significant</p>	<p>SU - Significant and Unavoidable</p>	

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Finding of Fact
	applicant is not willing to participate in the transit service, the project applicant shall be required to provide transit service for the project that provides links to the existing public transit stops off-site, and provide its fair share of funding for capital and ongoing operational costs of a public transit service on SR 267 between Truckee and Kings Beach. This transit service will be developed in conjunction with Placer County, Town of Truckee, and other significant transit partners. The plan shall identify the associated costs to each involved party. (DEIR, p. 4.4-59; FEIR, pp. 2.0-19 to 2.0-20.)		
	MM 4.4.7b Prior to issuance of certificates of occupancy for each of the separate project components (condominiums and townhomes), the homeowner associations shall join and maintain membership in perpetuity in the Truckee-North Tahoe Transportation Management Association (TNT/TMA). (DEIR, p. 4.4-60; FEIR, pp. 2.0-19 to 2.0-20.)		
	MM 4.4.7c The Northside Shuttle/Dial-a-Ride shall continue to provide transit services between The Northside/Village area and other areas of Northstar-at-Tahoe, including but not limited to, the day skier intercept lot and employee housing. At a minimum, this service shall be provided per the following schedule during summer and winter peak conditions: 7:00 a.m. – 10:00 a.m. 3 shuttles		
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Impact/Significance prior to Mitigation	MM 4.4.8	Mitigation Measure	Significance w/Mitigation	Findings of Fact
Impact 4.4.8 A gate may be constructed at the townhomes sites as a part of this project. If not properly designed, the gate at the site access could cause long vehicle queues to form, which in some cases could extend out onto Big Springs Drive. (PS) (DEIR, 4.4-60; FEIR, pp. 2.0-22 to 2.0-23.)	MM 4.4.8	per hour 10:00 a.m. - 3:30 p.m. Dial-a-Ride 3 shuttles 3:00 p.m. - 6:00 p.m. per hour Dial-a-Ride After 6:00 p.m. This schedule may be adjusted to meet demands for off peak and seasonal use. (DEIR, p. 4.4-60; FEIR, pp. 2.0-20 to 2.0-21.) If a gate is constructed at the townhomes access, the applicant shall construct a vehicle turnaround area which would allow the vehicles to turnaround in a forward direction. This turnaround area shall be designed consistent with the County design standards. All gates that access residential parcels must meet the design specifications of the Northstar Fire Department. (DEIR, p. 4.4-61; FEIR, p. 2.0-21.)	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: The townhomes are expected to generate two entering p.m. peak-hour entering trips, as shown in Table 4.4-12. While the project does not propose a gate, the project applicant has identified that a gate may be constructed in the future if desired by the homeowner's association. Many of the people entering the gate would be residents, who should be able to pass through without stopping longer than a few seconds. The typical time it takes a vehicle to pass through the gate at the nearby Lahontan development is 10 seconds (Ron Parr, DMB Highlands Group, 2004), although it takes longer for visitors, contractors, and subcontractors. Assuming a conservative service time of one minute, the 99th percentile queue length at the gate would be 2.5 feet (one vehicle) or less. However, the project does not propose the construction of a turnaround area at the entrance, as required by the Department of Public Works. (DEIR, p. 4.4-60.)
Impact 4.4.9 Intersection and roadway Level Of Service (LOS) standards are forecasted to be exceeded under Cumulative With Project conditions. (CS) (DEIR, p. 4.4-71; FEIR, p. 2.0-23.)	MM 4.4.9a	The project applicant shall pay its fair share for the intersection improvements identified in Table 4.4-26, excepting the SR 267/Schaffer Mill Road/Airport Road intersection, which is assumed to be paid 100 percent by development projects along Schaffer Mill Road. The project's "fair share" to these improvements is identified in Table 4.4-27. The project applicant shall	SU	Finding: The County hereby directs that the policies, implementation programs and mitigation measures be adopted. The County finds that there are no additional feasible mitigation measures or alternatives that the County could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unavoidable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the County finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the Project despite unavoidable remaining impacts.

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings of Effect
	also pay its fair share to the widening of Northstar Drive from SR 267 to Basque Road. (DEIR, p. 4.4-72; FEIR, p. 2.0-23.)		<p>Explanation: Within the Town of Truckee, the LOS standard only applies to the summer weekday P.M. peak hour. However, within Placer County the LOS standards apply to both the summer and winter peak periods analyzed. As shown in Table 4.4-24, intersection LOS are forecast to be deficient under Cumulative (2024) With Project conditions:</p> <ul style="list-style-type: none"> • SR 89/SR 267/I-80 EB (LOS E during the summer peak both without and with the project); • SR 89/SR 267/I-80 WB (LOS F during the summer peak both without and with the project); • Glenshire Drive/Donner Pass Road (LOS F during the summer peak both without and with the project); • Bridge Street/Donner Pass Road (LOS F during the summer peak both without and with the project); • Bridge Street/West River Street (LOS F during the summer peak both without and with the project); • Brockway Road/Martis Valley Road (LOS F during the summer peak both without and with the project); • SR 267/Brockway Road/Soaring Way (LOS F during the summer peak both without and with the project); • SR 267/Airport Road/Schaffer Mill Road (LOS F during the summer and winter peaks both without and with the project); • SR 267/Northstar Highlands Drive (worst movement LOS E during the summer peak and worst movement LOS F during the winter peak both without and with the project); • SR 267/ SR 28 (LOS F during the summer and winter peaks both without and with the project); • Northstar Drive/Basque Road (worst movement LOS F during the summer and winter peaks both without and with the project); • Northstar Drive/Big Springs Drive (worst movement LOS D during the summer peak and worst movement LOS F during the winter peak without the project and worst movement LOS F during the summer peak and worst movement LOS F during the winter peak with the project); and • Northstar Drive/Gas Station/Administration Building (worst movement LOS F during the summer and winter peaks both without and with the project). <p>(DEIR, p. 4.4-71)</p>
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SU - Significant and Unavoidable

Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
			<p>In addition, as shown in Table 4.4-25, roadway LOS standards are forecast to be exceeded along the following roadways under Cumulative With Project conditions:</p> <ul style="list-style-type: none"> • SR 267 immediately north of Airport Road; • SR 267 immediately north of Northstar Drive; and • Northstar immediately west of Basque Road. (DEIR, p. 4.4-72.) <p>However, the County has determined it is not appropriate to widen Northstar Drive west of Basque Road. Instead, it has been determined that the widening of Northstar Drive from SR 267 to Basque Road would be required (personal communication, Richard Moorehead, September, 2005). (DEIR, p. 4.4-72.)</p>
MM 4.4.9b	<p>The applicant shall be required to pay traffic impact fees as prescribed by the Placer County Road Network Traffic Limitation Zone and Traffic Fee Program. The current estimated fee is \$4,031, however, the actual fee paid will be that in effect at the time payment occurs. The project shall also pay its fair share to the widening of the roadways identified above. If the Placer County Board of Supervisors adopts a new traffic mitigation fee program or an update to the current traffic mitigation fee ordinance, and the new or updated program recognizes crossjurisdictional impacts within the Town of Truckee, that action and program will supercede the fair share contribution requirements of this mitigation measure. (DEIR, p. 4.4-72; FEIR, p. 2.0-24.)</p>		
Impact 4.4.10	There are currently no programmed improvements or funding for	SU	Finding: The County hereby directs that the policies, be adopted. The County finds that there are no feasible mitigation measures or

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Finding of Impact
The Northside development, in combination with full development of the 2003 MVCP and other regional development, is expected to add to Year 2024 traffic volumes along I-80, SR 89 North, and SR 28. While SR 89 North is anticipated to operate at an acceptable LOS, I-80 is expected to operate at an unacceptable LOS. (CS) (DEIR, p. 4.4-77; FEIR, pp. 2.0-24 to 2.0-25.)	improvements to the mainline of I-80 and such improvements are not under control of the County. (DEIR, p. 4.4-77; FEIR, p. 2.0-24.)		alternatives that the County could adopt at this time which would reduce this impact to a less-than-significant level. Those changes or alterations required to mitigate or avoid the project's significant effects on the environment are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. This impact, therefore, remains significant and unavoidable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the County finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the Project despite unavoidable remaining impacts. Explanation: Traffic volumes are expected to increase on I-80 with the implementation of The Northside project, cumulative development in the region under consideration for the Martis Valley Community Plan, and growth in inter-regional and through travel using I-80. Specifically, the buildout of the proposed project would add up to 29 p.m. peak-hour trips to I-80 west of SR 89/SR 267 and up to 13 p.m. peak-hour trips to I-80 east of SR 89. The project will cause existing traffic volumes along I-80 to increase by one percent west of SR 267 and less than one percent east of SR 267. (DEIR, 4.4-77.)
NOISE			
Impact 4.5.1 Construction activities associated with the proposed project would temporarily generate noise that may be audible at nearby noise-sensitive receptors. (PS) (DEIR, p. 4.5-10; FEIR, p. 2.0-25.)	MM 4.5.1a The project applicant shall prepare construction specifications that require the construction contractor to implement noise reduction measures during construction when within 500 feet of noise sensitive receptors. The construction specifications shall be submitted to the County for review and approval before improvement and/or construction plans are approved. The construction specifications shall include the following measures: • Locate fixed construction	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: Activities involved in construction would typically generate maximum noise levels ranging from 85 to 90 dB at a distance of 50 feet. Due to the relatively small distance between the existing noise-sensitive uses and the uses proposed, construction activities would result in periods of significant ambient noise level increases. (DEIR, p. 4.5-10.) Noise would also be generated during the construction phase by increased truck traffic on area roadways. The intensity of this traffic would depend on which uses are under construction and the phase of
S - Significant PS - Potentially Significant	LS - Less Than Significant CS - Cumulative Significant	SU - Significant and Unavoidable	

Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<p>equipment such as compressors and generators as far as feasibly possible from sensitive receptors. Muffle or shield all intake and exhaust ports on power construction equipment.</p> <ul style="list-style-type: none"> All construction equipment using internal combustion engines shall be in proper tune. All construction equipment used for intersection improvement activities shall have factory installed muffler systems. Before any particularly noisy activities (e.g., impact pile driving) are performed, written notice of such activities shall be provided to all residences within a 200-foot radius of the development site. Notices shall include specific information about the expected timing of these activities. The construction contractor shall show reasonable flexibility in accommodating affected parties if there are specific, relatively brief time periods for which a major affected party would like to avoid noise disturbance (e.g., special events), (DEIR, pp. 4.5-10 to 4.5-11; FEIR, pp. 2.0-25 to 2.0-26.) 		<p>construction at any given time. A potentially significant project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from construction sites. This noise increase would be of short duration, and would likely occur primarily during daytime hours. (DEIR, p. 4.5-10.)</p> <p>The project as proposed would be inconsistent with Placer County General Plan Policy 1.B.5 and Martis Valley Community Plan Policy 1.b.4, which in part address noise impacts. Sensitive receptors affected by construction activities would primarily be existing residential uses and residential uses that may developed Phases II and III. (DEIR, p. 4.5-10.)</p>
MM 4.5.1b	<p>The project applicant shall prepare construction noise specifications and submit the specifications to Placer County for review and approval. At a minimum, the construction specifications shall require the construction contractor to limit construction activities as follows:</p>		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings of the
	<ul style="list-style-type: none"> All construction vehicles or equipment fixed or mobile shall be equipped with properly operating and maintained mufflers; Stockpiling and/or vehicle staging areas shall be identified by the applicant on the improvement plans and shall be located as far as is practical from existing dwellings in the area; Construction activities shall be prohibited on Sundays or Federal Holidays; Construction activities shall only occur: <ol style="list-style-type: none"> Monday through Friday, 6:00 A.M. to 8:00 P.M. Saturdays, 8:00 A.M. to 6:00 P.M. If necessary, exterior nighttime construction (7 P.M. to 10 P.M..) activities shall be limited to no more than three consecutive days with a break of at least three days prior to resuming construction. Interior nighttime construction activities may be conducted from 8:00 P.M. to 6:00 A.M. Any nighttime construction activities (interior or exterior) shall be subject of the following restrictions: <ol style="list-style-type: none"> No impact equipment, such as pavement breakers or jackhammers, shall be operated during nighttime construction activities. No back-up alarms shall be 		

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	<p>used after 8:00 P.M. All construction vehicles used after 8:00 P.M. shall use either a strobe light or articulated back-up alarm to provide back-up warning.</p> <p>c. Nighttime construction (8 P.M. to 7 A.M.) shall not exceed 70 dB maximum noise level (L_{max}) at any of the residential building facades in order to avoid sleep disturbance. Therefore, setbacks from the construction as described in Draft EIR Table 4.5-8 shall be maintained.</p> <ul style="list-style-type: none"> No nighttime construction (interior or exterior shall occur on Sundays or Federal Holidays. (DEIR, p. 4.5-11; FEIR, pp. 2.0-26 to 2.0-28.) 		
Impact 4.5.2 Construction activities associated with the proposed project, including pile driving or blasting, have the potential to create a human annoyance and damage adjacent structures within a 500-foot radius from temporary groundborne vibrations and direct contact of construction equipment with adjacent structures. (PS) (DEIR, p. 4.5-13; FEIR, p. 2.0-29.)	MM 4.5.2a	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: Vibration levels generated by typical construction-related activities, such as soil compacting and pile driving, can reach levels that result in annoyance to humans. While construction activities seldom result in significant structural impacts, but pile driving can generate substantial groundborne vibration levels, resulting in potential damage to nearby buildings. (DEIR, p. 4.5-13.)</p> <p>According to data obtained from the Federal Transit Administration (1995), pile driving can generate vibration levels of 0.644 in/sec (identified as "typical") to 1.518 in/sec ("upper range") at 25 feet. Construction activities, such as pile driving or blasting, can generate excessive groundborne vibrations. Such vibrations have the potential to weaken structures, crack facades, and disturb occupants of adjacent</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance with Mitigation	Findings of Fact
			buildings. Pile driving and blasting activities may occur during excavation activities and construction of the hotel site. Damage could occur to nearby structures subsequent to completion of the pile driving. Assuming an area of potential impact radius of 500 feet, buildings within the 500-foot radius could be subject to potential damage by pile driving activities. Other buildings may also be affected by onsite construction activities, depending on the specific activities conducted and assumptions used for calculation of the area of potential impact. (DEIR, p. 4.5-13.)
MM 4.5.2b	The project applicant shall inspect any existing buildings located within a 500-foot radius of planned pile driving or blasting activities. The inspection shall document preexisting conditions. The preinspection survey of the buildings shall be completed with the use of photographs, videotape, or visual inventory, and shall include inside and outside locations. All existing cracks in walls, floors, driveways, etc., shall be documented with sufficient detail for comparison during and upon completion of pile driving activities to determine whether actual vibration damage has occurred. The results of both surveys shall be provided to the County for review and acceptance of conclusions. Should damage occur, construction operations shall be halted until the problem activity can be identified. Once identified, the problem activity shall be modified to eliminate the problem and protect the adjacent buildings. Any damage to nearby buildings shall be repaired back to the pre-existing condition. (DEIR, p. 4.5-14; FEIR, pp. 2.0-29 to		

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Impact/Significance prior to Mitigation	MM 4.5.4	Mitigation Measure 2.0-30.)	Significance w/Mitigation	Findings of Fact
Impact 4.5.4 Predicted noise levels at some noise-sensitive receptors that would be developed by the proposed project would exceed the County's "Allowable Ldn Noise Levels" for the proposed residential and transient lodging land uses. (PS) (DEIR, p. 4.5-16; FEIR, p. 2.0-30.)	MM 4.5.4	The pool/spa recreation facility shall be designed and oriented to minimize noise exposure from area roadways. Noise measurements shall be taken at the outdoor pool/spa recreation facility during peak traffic times prior to issuance of occupancy permits for Condominium Building A and again prior to issuance of the occupancy permit for the final townhome unit. If noise levels at the pool/spa exceed the 60 Ldn threshold, noise-attenuating measures shall be identified by an acoustical engineer or qualified noise consultant to reduce noise levels at the pool/spa recreation facility to 60 Ldn or less. Options for noise reduction include use of Acrylite clear panel barriers or a berm. If a berm is constructed to reduce noise to an acceptable level, the berm shall be vegetated to blend with the natural landscape and shall be shown on all site plans for the project submitted in accordance with MM 4.13.2 and MM 4.13.3a through 4.13.3h. Noise levels shall be reduced prior to issuance of occupancy permits. (DEIR, pp. 4.5-16 to 4.5-17; FEIR, pp. 2.0-30 to 2.0-31.)	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: Future residential outdoor activity areas associated with the project would be exposed to traffic noise levels in excess of 60 dB Ldn. Traffic noise would be 62 Ldn up to 75 feet from Northstar Drive along the segment of Northstar Drive south of Big Springs Drive. Based upon the predicted future year 2012 traffic noise levels, it is expected that the project site would be exposed to traffic noise levels which exceed 60 dB Ldn at the outdoor pool/spa recreation facility. Although final design is not yet complete, the pool/spa facility is anticipated to be elevated approximately 8 to 12 feet above Northstar Drive and would be subject to noise levels from Northstar Drive in excess of 60 dB Ldn. (DEIR, p. 4.5-16.)</p> <p>The project, as proposed, would be inconsistent with Placer County General Plan Policies 9.A.8 and 9.A.9 and Martis Valley Community Plan Policies 10.A.5, and 10.A.6, which limit the exposure to noise from transportation sources. (DEIR, p. 4.5-16.)</p>
AIR QUALITY				
Impact 4.6.1 Construction activities associated with development of the project site would result in S - Significant PS - Potentially Significant	MM 4.6.1a	The project applicant shall submit a Construction Emission/Dust Control Plan to the PCAPCD and receive approval prior to improvement plan	SU	<p>Finding: The County hereby directs that the policies, implementation programs and mitigation measures be adopted. The County finds that there are no additional feasible mitigation measures or alternatives that the County could adopt at this time which would reduce this impact to a</p> <p>SU - Significant and Unavoidable</p>
LS - Less Than Significant CS - Cumulative Significant				

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings of Fact
the generation of temporary NOx, ROG, and PM ₁₀ emissions that may exceed County APCD emissions thresholds. (S) (DEIR, p. 4.6-8; FEIR, p. 2.0-32.)	<p>approval. At a minimum, this plan shall include all the requirements of PCAPCD Rule 228 and the following additional measures:</p> <ul style="list-style-type: none"> • Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less. • Suspend all grading operations when fugitive dusts exceed District Rule 228 (Fugitive Dust) limitations. An applicant representative, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate compliance to Rule 228, Fugitive Dust. Fugitive Dust is not to exceed 40% opacity and not go beyond property boundary at any time. • An operational water truck(s) shall be onsite at all times. Apply water to control dust as needed to comply with the District's Fugitive Dust Rule. • Install wheel washers or wash all excavation trucks and equipment leaving the site. • Minimize idling time to five minutes for all diesel-powered equipment. • Use low sulfur fuel for stationary construction equipment. • Utilize existing power sources (e.g., power poles) or clean fuel generators rather than temporary diesel-powered generators unless generators are operated with biodiesel fuel. • Use low emission on-site 		<p>less-than-significant level. This impact, therefore, remains significant and unavoidable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the County finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the Project despite unavoidable remaining impacts.</p> <p>Explanation: Table 4.6-4 shows summertime maximum daily construction emissions for the project. In the absence of emission controls and mitigation measures, these emissions would exceed the PCAPCD's significance threshold for NOx. In addition to regional air quality effects, construction also has the potential to create a local air quality nuisance where construction activities occur near residences due to increased particulate matter. (DEIR, p. 4.6-8.)</p> <p>Construction activities are a source of temporary emissions that may have a substantial, temporary impact on local air quality. Temporary increases in emissions of regional criteria pollutants and their precursors are typically greatest during initial site preparation (e.g., land clearing, ground excavation), as these phases typically result in greater disturbance of soil and use of more pieces of large diesel-powered mobile equipment. Construction-generated emissions vary substantially from day to day, depending on the level of activity, the specific operations, and the weather conditions. Martis Valley Community Plan Policy 9.H.7 requires air pollution control measures to be implemented during construction, grading, excavation, and demolition of a project site. The project as proposed would be inconsistent with this policy. (DEIR, p. 4.6-9.)</p> <p>Project construction would be required to comply with applicable County APCD rules regarding fugitive dust, the application of architectural coatings, and use of cutback and emulsified asphalt paving materials. The impact on local air quality from the generation of temporary construction-related emissions is considered a significant impact because it is anticipated that the emissions would exceed County APCD thresholds of 82 lb/day for NOx. (DEIR, p. 4.6-9.)</p>

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	<ul style="list-style-type: none"> stationary equipment. Prohibit burning of construction or vegetative debris. Determine if serpentine rock is present and, if it is, provide asbestos dust control measures. No open burning of removed vegetation during construction, unless approved by PCAPCD. Vegetative material may be chipped or delivered to waste or energy facilities. Contractors shall be responsible for ensuring that adequate dust control measures are implemented in a timely manner during all phases of project development and construction. Watering of disturbed areas not yet revegetated shall occur as needed to eliminate visible dust emissions. All inactive portions of the construction site shall be covered, seeded, or watered until a suitable cover is established or, alternatively, non-toxic soil stabilizers are applied. Paved streets adjacent to construction sites with visible dust shall be swept or washed at the end of each day. No dry mechanical sweeping shall occur. Properly maintain all mobile and stationary equipment. Construction equipment exhaust emissions shall not exceed District Rule 202 Visible Emission limitations. Construction contracts should 		

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		<p>stipulate that all portable small offroad engines used in construction equipment such as chainsaws meet CARB Tier II standards for this type of equipment.</p> <ul style="list-style-type: none"> The project shall provide a plan for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 30 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. All areas (including unpaved roads and staging areas) with vehicle traffic shall be watered or have a dust palliative applied as necessary for stabilization of dust emissions. The project applicant shall consult with the Lahontan Regional Water Quality Control Board regarding appropriate dust palliatives and their application to avoid surface water quality impacts. Operators shall avoid over watering disturbed areas, 		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	including active roadways. (DEIR, pp. 4.6-9 to 4.6-10; FEIR, pp. 2.0-32 to 2.0-35.)		
MM 4.6.1b	The prime contractor shall submit to the PCAPCD a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction phase. PCAPCD personnel, with assistance from the California Air Resources Board, will conduct initial Visible Emission Evaluations of all heavy-duty equipment on the inventory list. (DEIR, pp. 4.6-10 to 4.6-11; FEIR, p. 2.0-36.)		
MM 4.6.1c	An enforcement plan shall be established to evaluate weekly project-related on- and off-road heavy-duty vehicle engine emission opacities, using standards as defined in California Code of Regulations, Title 13, Sections 2180-2194. Construction equipment shall not exceed visible emissions as specified in the Health and Safety Code. An applicant representative, CARB-certified to perform Visible Emissions Evaluations (VEE), shall routinely evaluate project related off-road and heavy-duty on-road equipment emissions for compliance with this requirement. Operators of vehicles and equipment found to exceed opacity limits will be notified and the equipment must be repaired within 72 hours or removed from the		

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<p>Impact 4.6.3</p> <p>Buildout of the proposed project would result in long-term regional emissions, primarily associated with mobile sources. Emissions would not exceed the Placer County APCD's recommended significance thresholds of 82 lb/day for ROG, NOx, and PM₁₀. (LS) (DEIR, p. 4.6-12; FEIR, p. 2.0-38.)</p>	<p>MM 4.6.3a</p> <p>The project applicant shall prepare an air quality mitigation plan that incorporates appropriate measures, including those listed below, from the following Best Available Mitigation Measures into the project design to reduce project emissions through onsite mitigation to the greatest extent possible. The following measures shall be implemented:</p> <ul style="list-style-type: none"> • Landscape with native drought-resistant species to reduce the demand for gas-powered landscape maintenance equipment. • Maintenance vehicles and equipment shall be the lowest emission commercially available or zero emission at the time of purchase. The CC&Rs for this project shall include this requirement." • Improve the thermal integrity of buildings, and reduce the thermal load with automated time clocks or occupant sensors. • Incorporate appropriate passive solar design and solar heaters. • Install electrical outlets on exterior walls to promote the use of electric landscape maintenance equipment. • Install gas outlets for gas burning barbeques. • Install low- NOx hot water heaters (beyond District Rule 246 requirements). 	LS	<p>Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) A so-called "mitigation measure" has been included in the Project plans, however, in order to reduce even further any potential impacts associated with long-term regional emissions.</p> <p>Explanation: Regional area and mobile source emissions of ROG, NOx, and PM₁₀ associated with the proposed project were estimated by using the URBEMIS 2002 version 8.7 computer program approved by CARB, which is designed to model emissions for land use development projects. URBEMIS 2002 allows land use selection that includes project location specifics and trip generation rates. It also includes one option that is designed to minimize double counting of internal vehicle trips between residential and nonresidential land uses, and another option that estimates vehicle-trip emissions based on the percentage of primary trips, diverted linked trips, and pass-by trips assumed for specific land uses. (DEIR, p. 4.6-12.)</p> <p>The default settings for the Mountain Counties Air Basin (MCAB) contained in the model were used for this analysis and trip generation rates obtained from the transportation analysis prepared for this project (see Section 4.4, Traffic and Circulation). Modeling results are provided in Appendix F and summarized in Table 4.6-6. (DEIR, p. 4.6-12.)</p> <p>As depicted in Table 4.6-6, buildout of the proposed project would result in long-term regional summertime emissions of approximately 27 lb/day of ROG and 28 lb/day of NOx. Wintertime emissions of PM₁₀ would be 70 lb/day. Long-term regional emissions would not exceed the Placer County APCD's recommended significance thresholds of 82 lb/day for ROG, NOx, and PM₁₀. (DEIR, p. 4.6-13.)</p> <p>NOx emissions from the project represent a possible source of additional nitrogen deposition into Lake Tahoe. However, only a fraction of the travel generated by the project would be directed towards and into the LTAB, as shown in the traffic analysis provided in Section 4.4, Transportation and Circulation. Transport of pollutants from the</p>

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	<ul style="list-style-type: none"> Use of low VOC coatings per District Rule 218 (Architectural Coatings). Open burning shall be prohibited through CC&R's on all lots. Include multi-use trails in new developments. Consultation with the APCD Engineer if a generator is proposed. The CC&R's for the project shall explicitly forbid the installation of any wood burning devices. Fireplaces with natural gas log sets shall be permitted only if they are incapable of burning wood. Any outdoor burn pits within this project shall be plumbed with natural gas and shall be prohibited from burning solid fuel. <p>((DEIR, p. 4.6-14; FEIR, pp. 2.0-38 to 2.0-40.)</p>		<p>Martis Valley into the LTAB is an unusual event. Wind data from Donner Summit show winds from a westerly quadrant (southwest through northwest) occur 62.5 percent of the time, while winds from a northerly quadrant (northwest through northeast) occur only 5.18 percent of the time (California Department of Water Resources, 2002). The general overall transport of pollutants is to the east. (DEIR, p. 4.6-13.)</p> <p>The project as proposed would be consistent with Placer County General Plan Policy 6.G.7 and Martis Valley Community Plan Policy 9.H.15, which require air pollution reduction measures for stationary sources since the project does not include any wood-burning sources, such as fireplaces. The project would be inconsistent with Martis Valley Community Plan Policy 9.H.9 which addresses air pollution impacts from mobile sources and Placer County General Plan Policy 6.F.7, which pertains to direct and indirect air pollutants. (DEIR p. 4.6-13.)</p> <p>While project-generated emissions would not exceed the County APCD's thresholds, buildout of the proposed project would be considered to generate a significant air quality impact due to its inconsistency with the Martis Valley Community Plan Policy 9.H.9 and Placer County General Plan Policy 6.F.7. (DEIR, pp. 4.6-13 to 4.6-14.)</p>
MM 4.6.3b	<p>The project applicant shall implement a mitigation program to offset the project's increase in NOx, ROG and particulate matter emissions such that there is no net increase in these emissions under project and cumulative conditions. The applicant's mitigation program must be approved by the Placer County Air Pollution Control District. In lieu of the applicant implementing their own mitigation program, the applicant can choose to participate in the Placer County Air Pollution District Offsite Mitigation Program by paying offset fees into the District program to generate the required offsets. (DEIR,</p>		

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	p. 4.6-15; FEIR, pp. 2.0-40 to 2.0-41.)		
	MM 4.6.3c The project applicant and Placer County shall identify a mitigation fee to be paid to offset project road dust impacts. Funds collected would be used for improvement or expansion of street-sweeping programs that reduce re-entrained road dust within the Truckee air basin. (DEIR, p. 4.6-15; FEIR, p. 2.0-41.)		
Impact 4.6.5 Implementation of the proposed project would result in regional ROG, NOx, and PM ₁₀ emissions that are less than the PCAPCD threshold of significance as described under Impact 4.6.3, but would contribute to regional air pollution in Mountain Counties Air Basin and Tahoe Basin and would be inconsistent with County policies relating to air quality. (CS) (DEIR, p. 4.6-17; FEIR, p. 2.0-42.)	Implementation of mitigation measures MM 4.6.3a through 4.6.3c would reduce the project's contribution to cumulative air quality impacts and bring the project into compliance with Placer County General Plan and Martis Valley Community Plan policies. (DEIR, p. 4.6-18; FEIR, p. 2.0-42.)	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The project falls within the Mountain Counties Air Basin, which includes the Martis Valley planning area and the Town of Truckee. The local sub-air basin has very restricted ventilation in the winter months when air quality is degraded with increased emission sources. The primary sources of wintertime emissions are wood burning and road dust. Road dust impacts occur throughout the winter months, and would primarily occur offsite along the major roads accessing the project. Road dust generated by the proposed project would contribute to an increase in regional PM₁₀ emissions as part of a pattern of residential development within the air basin. Both the TRPA and PCACD have Wood Stove Retrofit, Clean Air Funds Grant, and Offset Mitigation programs that are aimed at reducing the cumulative impacts from these and other emission sources. (DEIR, p. 4.6-17.)</p> <p>The proposed project would contribute to the cumulative increases of ozone and particulate matter in the Mountain Counties Air Basin, Truckee sub-Air Basin, and Tahoe Basin. The project would produce approximately 55.4 pounds per day (26.53 ROG plus 28.87 NOx) of ROG and NOx, which exceeds PCACD's cumulative air emission threshold of significance. The project would be inconsistent with Placer County General Plan Policies 6.F.10, and 6.G.7 and Martis Valley Community Plan Policies 9.H.7, 9.H.8, 9.H.9 and 9.H.15 and would also</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
HYDROLOGY AND WATER QUALITY			
Impact 4.7.1 While there is sufficient water supply within the NCSD service boundary and in the region to meet future water demand, the proposed project would result in increased demand for water supply, which may result in increased groundwater usage. (PS) (DEIR, p. 4.7-18; FEIR, p. 2.0-42.)	MM 4.7.1a The project applicant shall design storm drainage facilities to provide groundwater recharge, attenuate peak flows, and minimize risk of erosion, by designing storm drain outfalls that collect roadway runoff to direct flows to infiltration facilities that will promote groundwater recharge. (DEIR, p. 4.7-19; FEIR, p. 2.0-42.)	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The Northstar resort community currently uses onsite water sources, including naturally occurring springs, a reservoir, and groundwater in the fractured bedrock. Groundwater is drawn via two wells, one located within the Northstar-at-Tahoe Golf Course and the other located at the NCSD water treatment plant. None of these water sources are located within or directly linked with the Martis Valley groundwater basin (Basin); however, they are located upslope of the Basin and may contribute surface water and groundwater to the Basin. (DEIR, p. 4.7-18.)</p> <p>The future water supply source for the proposed project and the Northstar resort community would consist of surface water (natural springs and Reservoir A, which would provide approximately 1,154 afy under normal year conditions) as well as groundwater drawn from existing and potential fracture zone wells (Golf-Course, TH-1, TH-2, Comstock Well, and other future wells that would provide 890 afy under normal year conditions). None of these water sources draw directly from the Basin. While some of the future wells would be located within Zone B of the Basin, it is likely that the wells draw from bedrock fractures rather than from the Basin. (DEIR < p. 4.7-18.)</p> <p>Using water consumption factors provided by the NCSD Master Water Plan Update, the anticipated annual water demand from the proposed project would be approximately 72 af (EDAW, 2005). As such, The Northside project water demand amounts to approximately 3.5 percent of the Northstar resort community's total annual water demand estimated to be 2,044 af, which includes 686 af of existing water demand, 480 af for Northstar Highlands, 75 af for Sawmill Heights, and 803 af for additional future demands. NCSD has indicated, based on data from the NCSD Master Water Plan Update and the SB 610 Compliance Study for the Northstar Highlands development, that the 2,044 af of water that would be provided via NCSD's Reservoir A,</p>

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			<p>spring collection areas, and fractured zone wells would be available to serve the future demand of the proposed project during normal, dry, and multiple dry years, but that infrastructure upgrades would be necessary (EDAW, 2005). The demand for water supplies represented by The Northside project residential expansion, including infrastructure upgrades, was included, and is consistent with, the demand projections assumed by NCSO in its recently certified draft EIR for its Water Supply Master Plan (EDAW 2004). The reader is referred to Section 4.11, Public Services and Utilities, regarding existing NCSO and anticipated infrastructure improvements. (DEIR, p. 4.7-18.)</p> <p>On a regional basis, there is sufficient available surface water and groundwater to supply future water demand without changing the volume of water in storage over the long term (which includes drought year conditions). PCWA estimates that regional water demand (Placer County, Nevada County, and Town of Truckee) could range from 23,000 to 24,000 afy, which would be adequately served by the available 24,700 afy of groundwater supply and 6,000 afy of surface water from the Truckee River (available following the execution of the TROA). Furthermore, the InterFlow Hydrology study (2003) concluded that the total amount of groundwater potentially available for use in the Martis Valley Groundwater Basin on a long-term, sustainable basis (i.e., such that equilibrium in the Martis Valley water balance is maintained) exceeds 34,000 afy. Based upon these calculations, it is anticipated that the regional water demand would be well within the available water supply of the groundwater aquifers in the Martis Valley. As such, water use from the proposed project would not result in a deficiency of water supply to meet the demand of both the proposed project and the region. (DEIR, pp. 4.7-18 to 4.7-19.)</p> <p>Proposed development would increase the amount of impervious surfaces on the project site, and thus less percolation to subsurface water sources would result. However, natural ground at this elevation is nearly impermeable for much of the year because of snow cover, so there would be little decrease in groundwater recharge solely because of conversion of natural ground to impervious surfaces. In addition, as described in MM 4.7.1a, storm drainage facilities would be designed by the project applicant to provide groundwater recharge, and as described in MM 4.7.1c, pre-project watershed boundaries and drainage patterns would be maintained. Therefore, runoff from these new impervious</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
			surfaces would be directed to downgradient drainage locations and, when appropriate, returned to sheet flow conditions, maintaining similar levels of recharge from runoff. While sufficient water supply would be available and increased groundwater use would likely be within acceptable levels, and increased groundwater use would not be expected to affect surface water, the increase in impervious surfaces may result in a potentially significant impact. (DEIR, p. 4.7-19.)
	MM 4.7.1b If onsite wells are utilized, they shall be designed in compliance with Section 204(c)(1)(B) of P.L. 101-618 and/or any subsequent standard set forth in the Truckee River Operation Agreement (if in effect at the time of project construction) and that the well facilities be designed and constructed to avoid substantial effects to surface water flows or conditions to the satisfaction of NCSD. (DEIR, p. 4.7-19; FEIR, pp. 2.0-42 to 2.0-43.)		
Impact 4.7.2 Proposed project development would eliminate several existing impervious surfaces and introduce new impervious surfaces, and would possibly increase runoff from the project site to selected down-gradient areas during a 100-year storm event. (PS) (DEIR, p. 4.7-20; FEIR, p. 2.0-43.)	MM 4.7.2a Prepare and submit with the project improvement plans, a drainage report in conformance with the requirements of Section 5 of the LDM and the Placer County Storm Water Management Manual that are in effect at the time of the submittal, to the DPW for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: The project site currently contains paved parking lots interspersed with open space. Predevelopment hydrologic conditions are shown in Figure 4.7-2. New impervious surfaces would be created as a result of the incorporation of new roadways, parking lots, and buildings within and surrounding the project site. However, information contained in the Preliminary Drainage Report for the project indicates that the introduction of new impervious surfaces would be offset by the elimination of an equivalent or greater amount of existing impervious surfaces associated with the current site use, resulting in a minor net decrease in peak discharge rates at all downstream points of discharge. Post-development hydrologic conditions are shown in Figure 4.7-3. In general, the runoff from the proposed project site would be drained in a manner that is similar to how it is currently drained. (DEIR, p. 4.7-20.)

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	address storm drainage during construction and thereafter and shall propose "Best Management Practice" (BMP) measures to reduce erosion, water quality degradation, etc. Said BMP measures for this project shall include: Minimizing drainage concentration from impervious surfaces, construction management techniques, and erosion protection at culvert outfall locations. (DEIR, p. 4.7-21; FEIR, pp. 2.0-43 to 2.0-44.)		new drainage systems that will include new water quality treatment facilities, including retention ponds that will further attenuate storm runoff generated within the site. After the stormwater is treated on The Northside project site it is proposed to be discharged into existing downstream drainage facilities in Northstar Drive and Big Springs Drive. The development area may require the rerouting of segments of existing storm drain lines around proposed site buildings. (DEIR, p. 4.7-20.) Drainage from the area above the project site would be intercepted and carried through the project site via existing or rerouted storm drain lines. These waters would be kept separate from the onsite drainage and are not planned for treatment. The onsite development runoff would be collected in a new system. Detention and water quality treatment facilities would be added prior to discharging into existing facilities and West Martis Creek. The collection system pipelines would be sized based on the 10-year return period storm and standard engineering practices when construction documents are submitted for review. (DEIR, p. 4.7-20.) According to the Preliminary Drainage Report prepared for the proposed project, the proposed development will result in a reduction on downstream flow rates during the 10-year, 25-year and 100-year storm events. Proposed storm water quality measures will provide additional storage and further reduction in discharge rates. Release routes will be established for the 100-year storm event to prevent flooding of site buildings and minimize property damage. (DEIR, p. 4.7-20.)
MM 4.7.2b	Storm water run-off shall be reduced to rates that are at or below pre-project conditions through the installation of retention/detention facilities and/or through a net reduction of site impervious surfaces. Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of		

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	<p>submittal, and to the satisfaction of DPW. The DPW may, after review of the project drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. In the event on-site detention requirements are waived, this project may be subject to payment of any in-lieu fees prescribed by County Ordinance. No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals. (DEIR, p. 4.7-21; FEIR, pp. 2.0-44 to 2.0-45.)</p>		
	<p>MM 4.7.2c</p> <p>The existing arch culverts under Northstar Drive, an off-site drainage facility, shall be evaluated in the drainage report for condition and capacity and shall be upgraded, replaced, or mitigated as specified by DPW. The replacement shall comply with the RWQCB's waste discharge prohibitions and exception criteria. (DEIR, p. 4.7-21; FEIR, p. 2.0-45.)</p>		
<p>Impact 4.7.3</p> <p>Slope and soil disturbance associated with proposed project development construction activities could cause accelerated soil erosion and sedimentation or the release of other pollutants to adjacent waterways and wetlands. (PS) (DEIR, p. 4.7-</p>	<p>MM 4.7.3a</p> <p>In compliance with the requirements of the State General Construction Activity Storm Water Permit as well as the Water Quality Control Plan for the Lahontan Region (Basin Plan), the project applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), which describes the site, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-</p>	<p>LS</p>	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: Construction activities for the proposed project are anticipated to occur over two to five years, with full buildout in 2012, or sooner. It should be noted that construction would not occur continuously, but would occur periodically, and primarily during the spring, summer, and fall months. Offsite improvements would also be necessary for roadway realignments and utility construction. The project site would be subject to new construction and grading, including new buildings, parking lots, utility relocations, and roadway construction. Within the construction</p>

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Impact/Significance prior to Mitigation	Mitigation Measures	Significance w/ Mitigation	Findings of Impact
22; FEIR, pp. 2.0-45 to 2.0-46.)	<p>construction sediment and erosion control measures and maintenance responsibilities, and non-storm water management controls (such as those water quality control features identified in the Storm Water Pollution Prevention Plan for Northstar Village Phase I - Psomas 2003). The SWPPP shall be submitted to the Lahontan RWQCB for review. The project applicant shall require all construction contractors to retain a copy of the approved SWPPP on the construction site. BMPs identified in the SWPPP shall be utilized in all site development activities. Water quality controls shall be consistent with the Placer County Grading Ordinance and the Lahontan Regional Water Quality Control Board's Lahontan Regional Project Guidelines for Erosion Control and shall demonstrate that the water quality controls ensure compliance with all current requirements of the County and Lahontan RWQCB. Water quality controls will ensure that runoff quality meets the water quality control plan for the Lahontan Region (Basin Plan) water quality objectives for Martis Creek, as well as complies with the Basin Plan's narrative water quality objectives, state anti-degradation policy, and maintains beneficial uses of Martis Creek and Martis Creek Reservoir as defined by the Basin Plan. Storm water quality sampling and reporting associated with the SWPPP shall be the responsibility of the project</p>		<p>sites, areas would be protected from disturbance to preserve specimen trees and native vegetation. (DEIR, p. 4.7-22.)</p> <p>Excavations and embankments would be necessary to construct building pads, transportation improvements, parking lots, and utilities associated with project development. The maximum depth of any excavation would be approximately 20 feet. Retaining walls would be required along portions of the western edge of The Northside site, and would make use of boulders reclaimed from the grading operation. Most excavated soil that is uncontaminated and free of debris would be used onsite as fill for embankments and in other areas where necessary. However, excavation for subsurface structures and/or roadway improvements would result in excess material that may be exported from the project site to a previously approved disposal site. Materials that may be imported to the proposed project site include, but are not limited to, aggregate base rock for roadway and parking area subgrade, sand bedding and backfill for utility lines, and crushed rock for building and foundations. Approximately 3,200 cubic feet of materials would be imported and 10,000 cubic feet of spoils exported for construction of the project. Impacts associated with these trips are analyzed as part of construction traffic in the relevant sections of this EIR. (DEIR, p. 4.7-22.)</p> <p>Construction staging areas would be established during project development, and would be located on disturbed sites. These staging areas would be fenced and used for storage and servicing of vehicles, equipment, materials, fuels, lubricants, and solvent. (DEIR, p. 4.7-22.)</p>

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	applicant. (DEIR, pp. 4.7-22 to 4.7-23; FEIR, pp. 2.0-45 to 2.0-47.)		
MM 4.7.3b	Grading activities shall be prohibited during the winter months, unless approved by the County and the Lahontan RWQCB. Exposed graded areas during the winter months using appropriate methods. (DEIR, p. 4.7-23; FEIR, p. 2.0-47.)		
MM 4.7.3c	Prior to improvement plan approvals, the project applicant shall develop a Temporary and Permanent BMP Plan (including maintenance) and identify who would be responsible for ensuring its implementation and making the necessary updates/modifications. The BMPs shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction and for New Development/Redevelopment (other similar source as approved by the Placer County Department of Public Works). (DEIR, p. 4.7-23; FEIR, pp. 2.0-47 to 2.0-48.)		
MM 4.7.3d	Straw bales, wattles, or similar devices used for erosion control shall be certified as weed-free unless materials collected on-site, such as pine needles, are used. (DEIR, p. 4.7-23; FEIR, p. 2.0-48.)		
Impact 4.7.4 Project operation could result in an increase in urban	MM 4.7.4a Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specifically designed water quality	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.
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<p>contaminants in surface runoff. (PS) (DEIR, p. 4.7-24; FEIR, p. 2.0-49.)</p>	<p>treatment facilities (BMPs) for removal of pollutants of concern (e.g. sediment, oil/grease, etc.), as approved by DPW. With the Improvement Plans the applicant shall verify that proposed BMPs are appropriate to treat the pollutants of concern from this project. Maintenance of these facilities shall be provided by the project owners/permittees unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Prior to Improvement Plan or Final Map approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals. (DEIR, p. 4.7-25; FEIR, p. 2.0-49.)</p>		<p>Explanation: Operation of the proposed project under buildout would create additional residential units and commercial/retail uses, increasing impervious surfaces throughout the project site. Residential activities could contribute to water quality degradation through maintenance of yards associated with the use of fertilizers, herbicides, and pesticides; motor vehicle operation and maintenance; and animal waste. In addition, an increase in impervious surfaces would have the potential to increase the amount of runoff coming from the project site. Runoff from developed uses would typically contain contaminants such as oils, grease, fuel, antifreeze, by-products of combustion (such as lead, cadmium, nickel, and other metals), nutrients, sediment, and other pollutants. Therefore, the proposed change in current conditions has the potential to result in indirect impacts on the water quality in the Truckee River and West Martis Creek. (DEIR, p. 4.7-24.)</p> <p>Currently, most of the Northside project site is used as a parking lot for day skiers. This area collects urban contaminants related to vehicle use and snow removal, and it currently lacks water quality control measures. As proposed, the project site would accommodate far fewer cars than it currently does, thus presumably reducing the amount of contaminants from vehicles. (DEIR, p. 4.7-24.)</p> <p>Lahontan RWQCB requires that the first 0.7-inch of rainfall over improved, impervious surfaces be treated via standard permanent BMPs, which may include infiltration ponds, wet ponds, sediment ponds, biofiltration swales, buffer zones, and mechanical treatment facilities. The proposed project would use buffer zones or strips, which are grassed open spaces, to treat runoff before directing it to underground drainage systems. Sedimentation and infiltration ditches would be constructed where possible to capture sediment, trash, and metal and to treat grease and oil. The parking areas and driveways would be constructed with landscaped roadside ditches to help filter the runoff. Where buffer strips, biofiltration swales, and sedimentation/infiltration ditches cannot be utilized, mechanical treatment methods, such as oil and sand separators, would be used to treat the runoff. NMP has stated that all methods would comply with Lahontan RWQCB standards. Lahontan RWQCB permits bioswales (using grasses for filtration) and hard systems (filtration tanks) for filtering runoff. (DEIR, p. 4.7-24.)</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
			<p>Additionally, the increase in impervious surfaces would require snow removal services above current levels. The use of de-icers, such as sand and/or magnesium chlorides, would also increase. Alternative de-icing systems, such as the hydronic system in use at Beaver Creek, Colorado, are being considered for feasibility at the Northstar resort community that would remove large quantities of snow and eliminate the need for unnecessary de-icer products. Filtering devices would be necessary in areas storing snow that may contain water quality contaminants such as de-icers and automobile exhaust components. The final design of filtering devices is not yet complete but may include using storage areas in places that already include filtering devices in their design. The Preliminary Drainage Report prepared for the project by SCO Engineers (2005) identified four BMPs for water quality treatment:</p> <ul style="list-style-type: none"> • TC-50 Water Quality Treatment is provided in each Storm Drain Inlet utilizing hood flow control bends and a sump to separate floatable oils, sediment and trash. • TC-30 Vegetated Treatment Swales are open shallow channels with vegetation covering the side slopes and bottom that collect and slowly convey runoff to downstream discharge points. They are designed to treat runoff through filtering by the vegetation in the channel, filtering through a subsoil matrix and infiltration into the underlying soils. • TC-10 Infiltration Basins are rock filled trenches that provide infiltration for removal of fine sediment and associated pollutants. The surface of the trench is covered with topsoil and vegetation to provide additional filtration. • TC-11 Retention basins provide an additional water quality measure by allowing settling of suspended solids and additional filtration through vegetation. This facility stores runoff until it gradually infiltrates through the amended topsoil and underlying soil and rock. (DEIR, pp. 4.7-24 to 4.7-25.) <p>The final design of the water quality treatment systems would be determined according to Placer County Department of Public Works and the Lahontan RWQCB requirements. (DEIR, p. 4.7-25.)</p>
S - Significant PS - Potentially Significant	MM 4.7.4b	Snow storage areas shall be located outside of areas that drain directly into drainages and shall include water quality control features, such as water	

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings/Remarks
	treatment wetlands and detention basins. (DEIR, p. 4.7-26; FEIR, p. 2.0-50.)		
MM 4.7.4c	The project applicant shall design storm drainage facilities to allow runoff from the downhill road edge to sheet flow onto the road shoulder and across vegetated slopes, vegetated swales, or filter strips. Sheet runoff shall be allowed to continue across landscape areas and open space where possible. Vegetated swales and slopes shall be designed per the California Stormwater Quality Association BMP recommendations found in the New Development and Redevelopment Handbook on fact sheets TC 30 and TC 31. In addition principles and practices outlined in Section 3.2.4 Landscape and Open Space of the aforementioned handbook including mulches, lower soil compaction and adding amendments to the soil to increase the soils stability and permeability shall be incorporated into the design. Where overland flow must remain concentrated, swales shall be designed with a combination of rock and vegetation to promote reduction in flow velocity and increased infiltration opportunities. (DEIR, p. 4.7-26; FEIR, pp. 2.0-50 to 2.0-51.)		
Impact 4.7.5 The proposed townhomes and condominiums would be placed in areas that receive storm runoff from local offsite drainage sub-basins. In the absence of	MM 4.7.5 The project applicant shall prepare a drainage report and improvement plans that identify measures (rock and/or grass lined swales, storm drains and/or other measures) to safely intercept offsite storm runoff on the upslope side of buildings and	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The proposed townhomes and buildings on the Northside site would be situated "downslope" from the headwaters (or upstream boundaries) of local subbasins and existing cut slopes; and thus, would be</p>
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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
drainage provisions to intercept this storm runoff and convey it around buildings and/or elevate buildings, the site improvements (buildings) could be exposed to flood hazards and damage during storms. (PS) (DEIR, p. 4.7-26; FEIR, pp. 2.0-51 to 2.0-52.)	convey said runoff along underground storm drain and surface alignments around or between site buildings, to eventually connect with other onsite drainage conveyance facilities. (DEIR, p. 4.7-27; FEIR, pp. 2.0-51 to 2.0-52.)		placed in the path of varying degrees of storm runoff generated within upstream areas. In most of these instances, storm runoff impacting these development sites characteristically consists of sheet flow. The upslope side of these buildings may be exposed to flood hazards from storm runoff generated by local upstream drainage sub-basins. (DEIR, p. 4.7-26.)
Impact 4.7.8 Construction and operational activities associated with the proposed project would contribute to cumulative surface water quality impacts to area waterways. (CS) (DEIR, p. 4.7-29; FEIR, p. 2.0-52.)	Implementation of MM 4.7.2a, through MM 4.7.2c, MM 4.7.3a, and MM 4.7.3c would require that the proposed project protect existing water quality conditions. Because these projects are all subject to similar BMP implementation requirements, and would be implemented over several years, the overlapping effects would vary in time and place and performance of BMPs would be expected to minimize cumulatively considerable effects. (DEIR, p. 4.7-29; FEIR, pp. 2.0-52 to 2.0-53.)	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: Construction of the proposed project would occur concurrently with several proposed development projects, and the potential exists for contributions from additional construction projects in the future. The projects likely to have potential for overlapping timing and cumulative construction-related waste discharges within the West Martis Creek drainage area include future phases of Northstar Village (currently under construction) and Highlands Phase 1. These projects, as well as other proposed projects at Northstar, would also contribute to the potential for longterm operations-related water quality effects from urban runoff and other non-stormwater waste discharges. Construction and operation of the proposed project could result in the increase in sediment and other pollutants into West Martis Creek and eventually the Truckee River. All of the existing and proposed projects are undergoing similar levels of BMP planning, review by the Lahontan RWQCB and the County, and implementation. In addition, drainage from the proposed project would ultimately discharge to centralized permanent stormwater treatment BMPs (e.g., stormscreens) and detention basin in a pre-planned effort to minimize adverse effects to the receiving waters. As previously described, the Truckee River is currently a Section 303(d) listed impaired waterway for sediment, however, regulations applicable to the 303(d) listing are not applicable to the West Martis Creek watershed. (DEIR, p. 4.7-29.)
GEOLOGY AND SOILS			
Impact 4.8.1	MM 4.8.1a	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's

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Placer County
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The Northside

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance with Mitigation	Findings of Impact
Development of the proposed project would result in erosion and changes in topography as well as promote potentially unstable soil conditions. (PS) (DEIR, p. 4.8-9; FEIR, p. 2.0-53.)	<p>report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> a) Road, pavement, and parking area design b) Structural foundations, including retaining wall design (if applicable) c) Grading practices d) Erosion/winterization e) Special problems discovered onsite, (i.e., groundwater, expansive/unstable soils, etc.) f) Slope stability <p>Once approved by the DPW, two copies of the final report shall be provided to the DPW and one copy to the Building Department for their use. If the soils report indicates the presence of critically expansive or other soils problems which, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report will be required for subdivisions, prior to issuance of Building Permits. This certification may be complete on a lot-by-lot basis or on a tract basis. This shall be so noted in the CC&Rs and on the Informational Sheet filed with the final map(s). It is the responsibility of the developer to provide for engineering inspection and certification what earthwork has been performed in conformity with recommendations contained in the report. (DEIR, p. 4.8-10; FEIR, pp.</p>		<p>significant effects on the environment.</p> <p>Explanation: A preliminary geotechnical investigation report was prepared encompassing the locations for proposed buildings 1 through 4 (Marvin E. Davis & Associates 2004). Based on the results of this preliminary investigation, Marvin E. Davis & Associates concluded that no severe soil or hazardous geologic constraints are known to be present in the building site and that the site could be developed as planned. (DEIR, p. 4.8-9.)</p> <p>The proposed project development would be subject to new construction and grading, including new buildings, utility relocations, and roadway construction, generating cut slopes and changing the topography at the site. Excavation and grading of the project could result in soil erosion. Groundwater seepage is likely to occur from bedrock fractures or soil lenses that may be exposed in numerous areas within the excavation. Groundwater flows could weaken earth materials beneath proposed structures and cause flooding. Ramifications of this work could affect the natural environment surrounding the development areas as a result of instability caused by groundwater flooding. In addition, when earth materials are excavated from their subsurface environments, they can expand in volume by as much as 30 percent. Dewatering of mass excavations would be accomplished by using a system of ditches directing water inflow to sumps where water can be removed by pumps. Deeper excavations would require temporary dewatering that may be accomplished by well points, deep wells, and/or deep sumps (Marvin E. Davis & Associates, 2004.) (DEIR, p. 4.8-9.)</p> <p>Permanent cut slopes would be made to prepare the site for the proposed development. The maximum depth of any excavation would be approximately 20 feet. Construction-phase slopes would not be steeper than about 1½:1 (horizontal:vertical). Permanent cut-and-fill slopes are not expected to be steeper than 2:1 (horizontal:vertical). (DEIR, p. 4.8-9.)</p> <p>As excavation activities occur, excavated materials totaling approximately 10,000 cubic yards would need to be exported from the proposed project. Some of the excess cut material would be partially used as landscape fill (soil), erosion control (rock-lined ditches, basing, and rockery walls), and elsewhere on the Northstar property for other concurrent development projects. Material not used within the project site boundaries would be</p>

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Pleasant County
July 2, 2006

The Northside

Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	2.0-53 to 2.0-54.)		<p>hauled in trucks to appropriate legal fill disposal sites onsite (within the Northstar property limits) or offsite. Onsite disposal sites include the Northstar gas station fill site, the approved Sawmill Flat disposal site south of Reservoir A, and the Reservoir A borrow pit (a fill site at the Northstar upper mountain reservoir). Offsite disposal is not anticipated, but if it is deemed appropriate, sites include the landfill located off SR 89. Materials that may be imported to the proposed project site include, but are not limited to, aggregate base rock for roadway and parking area subgrade, sand bedding and backfill for utility lines, and crushed rock for building and foundations. The Northside project may result in substantial soil erosion or loss of topsoil without appropriate mitigation measures. There is the potential for expansive and unstable soils impacts that may occur with grading and excavation. (DEIR, pp. 4.8-9 to 4.8-10.)</p>
MM 4.8.1b	<p>The geotechnical engineering report shall incorporate the following measures, as necessary, as identified in the Preliminary Geotechnical Investigation by Marvin E. Davis and Associates (2004).</p> <ul style="list-style-type: none"> Nearby existing structures shall be monitored during dewatering. If dewatering-induced settlements are detected, the dewatering program shall be modified. Building foundations and concrete slabs-on-grade shall not bear directly on native clay or fine-grain soils and shall be underlain by structural fill, native coarse grain soils, or bedrock. Additional soil thickness would be over-excavated to allow for placement of adequate thickness of structural fill while maintaining building grades. All structures on raised floors shall provide crawlspace drainage; all structures shall provide moisture barriers under slabs or in 		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings on Impact
	<p>the crawl space where moisture sensitive flooring will be installed.</p> <ul style="list-style-type: none"> If structures, concrete flatwork, pavement, utilities or other improvements are to be located in the vicinity of any of the test pits, the backfill shall be removed and recompact in accordance with the requirements contained in the soils report. All excavation areas shall be backfilled with structural fill to footing grade or sub grade for slabs. The width of over excavation shall extend laterally from the edge of footings or concrete slabs at least one-half the depth of over excavation. The aggregate base section below any concrete slab-on-grade floors could be included in the recommended two-foot section. All soil areas to receive structural fill or structural loading shall be densified to a minimum of 90 percent relative compaction. The final surface shall be smooth, firm and exhibit no signs of deflection. Native granular soils and excavated bedrock are suitable for structural fill provided particles are smaller than 8 inches. (DEIR, p. 4.8-10 to 4.8-11; FEIR, pp. 2.0-54 to 2.0-56.) <p>MM 4.8.1c</p>		
	<p>Prior to export/import of any soil to/from an off-site location, the applicant shall obtain a Grading Permit from the County Department of Public Works. All earth work shall be monitored by a geotechnical</p>		

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Impact/Significance prior to Mitigation	Mitigation/Measure	Significance w/Mitigation	Findings of Fact
	<p>engineer tasked with the responsibility of providing oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on the subject and other sites. The project applicant/construction contractor shall ensure the use and implementation of temporary BMPs to ensure erosion control throughout this process and permanent BMPs after the engineered fill is placed in its final location. (DEIR, p. 4.8-11; FEIR, pp. 2.0-56 to 2.0-57.)</p>		
MM 4.8.1d	<p>The project applicant shall prepare and submit improvement plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual (LDM) that are in place at the time of submittal) to the Placer County Department of Public Works for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on and adjacent to the project, which may be affected by planned construction shall be shown on all plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or in landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The project applicant shall pay plan check and inspection fees. The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine</p>		

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Placer County
June 2006

The Northside

Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings/Notes
	<p>these fees. It is the project applicant's responsibility to obtain the required agency signatures on the plans and to secure department approvals. The Design/Site Review process and/or Design Review Committee review if the Design/Site Review process and/or Design Review Committee review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the project applicant's expense and shall be submitted to the DPW prior to acceptance by the County of site improvements.</p> <ul style="list-style-type: none"> Staging Areas: Stockpiling and/or vehicle staging areas shall be identified on the Improvement Plans and located as far as practical from existing dwellings and protected resources in the area. <p>(DEIR, pp. 4.8-11 to 4.8-12; FEIR, pp. 2.0-57 to 2.0-58.)</p>		
MM 4.8.1e	<p>During grading operations the project applicant/construction contractor shall temporarily dewater zones of seepage occurring from bedrock fractures, using a system of ditches directing water inflows to sumps where water can be removed by pumps and treated with BMP's to protect water quality. (DEIR, p. 4.8-12; FEIR, p. 2.0-59.)</p>		

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Impact/Significance prior to Mitigation	MM 4.8.1f	Mitigation Measure	Significance w/Mitigation	Findings of Fact
		<p>Proposed grading, drainage improvements, vegetation and tree removal shall be shown on the Improvement Plans and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, formerly Chapter 29, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance (except per current timber harvest plan) shall occur until the Improvement Plans are approved and all temporary construction fencing around sensitive areas has been installed and inspected by the County. All cut/fill slopes shall be at 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and DPW concurs with said recommendation.</p> <p>The project applicant shall revegetate all disturbed areas. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the project applicant's responsibility to assure proper installation and maintenance of erosion control/winterization during project construction. Where soil stockpiling or borrow areas are to remain for more than one construction season, proper erosion control measures shall be applied as specified in the Improvement Plans/Grading Plans. Provide for erosion control where roadside drainage is off of the</p>		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings of Fact
	<p>pavement, to the satisfaction of the DPW.</p> <p>Submit to the DPW a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.</p> <p>If at any time during construction, a field review by a County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the Design Review Committee/DPW for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the Design Review Committee/DPW to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body. (DEIR, pp. 4.8-12 to 4.8-13; FEIR, pp. 2.0-59 to 2.0-61.)</p>		

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The Northside

Impact/Significance prior to Mitigation	MM 4.8.1g	Mitigation Measure	Significance w/Mitigation	Findings of Fact
		If blasting is required for the installation of site improvements, the project applicant will comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to conduct these operations. (DEIR, p. 4.8-13; FEIR, p. 2.0-62.)		
BIOLOGICAL AND NATURAL RESOURCES				
Impact 4.9.3 Development of the proposed project could result in releases of sediment and contaminants that could reach habitat occupied by the Lahontan cutthroat trout. The Lahontan cutthroat trout is federally listed as threatened. Degradation of water quality resulting from project activities could adversely affect this species. (PS) (DEIR, p. 4.9-19; FEIR, p. 2.0-63.)		Mitigation measures related to water quality and sedimentation described in Section 4.7, Hydrology and Water Quality, would ensure that potential impacts on the Lahontan cutthroat trout through water quality degradation would be avoided or reduced to a level that would be less than significant. (DEIR, p. 4.9-19; FEIR, p. 2.0-63.)	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The Lahontan cutthroat trout can be found in the Truckee River and could potentially spawn in associated Martis Creek tributaries and drainages in the project study area. This species is federally listed as threatened and is afforded additional protection under Placer County General Plan Policies 6.C.6 and 6.C.8. This species has not been identified in the project vicinity, and, given the ephemeral and meandering nature of the stream reaches in and around the project site, the probability that this species would occur is very low. Additionally, the Lahontan cutthroat trout is subject to competition with other trout species and interbreeding, both of which decrease the species' survival potential in the project region (EDAW 2003a). However, runoff carrying sediment or contaminants from the construction site has the potential to adversely affect Lahontan cutthroat trout in downstream areas, if they are present, if substantial amounts of pollutant-laden runoff were to reach the West Fork of West Martis Creek. (DEIR, p. 4.9-19.)</p>
Impact 4.9.4 Development of the proposed project could adversely affect special-status bird species, nesting raptors, and migratory birds under the jurisdiction of the MBTA through disturbance during the breeding and nesting	MM 4.9.4	To the extent that is feasible, the project applicant shall avoid removing trees during the nesting season (March 1 through September 1). If trees that could support nesting birds are identified for removal during the nesting season, the project applicant shall retain a qualified biologist to conduct focused	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The project study area contains potential nesting and foraging habitat of varying quality for several special-status bird species, including yellow warbler, northern goshawk, Cooper's hawk, and California spotted owl. Habitat is also available for common raptor species protected by Section 3503.5 of the California Fish and Game</p>

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The Northside

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Impact/Significance prior to Mitigation		Mitigation Measure	Significance w/ Mitigation	Findings of Effect
season. These species are provided varying levels of protection under federal and state wildlife laws. (PS) (DEIR, p. 4.9-19; FEIR, p. 2.0-63.)		preconstruction surveys for active nest sites of special-status birds and raptors on the project site. These surveys shall be conducted within 30 days of tree removal or grading initiated during the nesting season. If an active special-status bird or raptor nest is located during the preconstruction surveys, the County, TRPA, DFG, and/or USFWS shall be notified, as appropriate. Construction shall be delayed within 500 feet of the nest to avoid disturbance until the nest is no longer active. The 500-foot buffer may be reduced through consultation with the County, TRPA, and/or the appropriate agency. If any active nests of birds protected under the Migratory Bird protection act are found during surveys for special-status birds and raptors, the County and TRPA shall be notified. Measures to reduce impacts, to the extent feasible, such as avoiding the nest until it is no longer active, will be developed and implemented by a qualified biologist. (DEIR, p. 4.9-20; FEIR, pp. 2.0-63 to 2.0-64.)		Code and migratory birds protected under the MBTA. During numerous wildlife surveys in the project vicinity, no special-status bird species except for the yellow warbler have been observed at Northstar. Although the project site itself does not contain suitable nesting habitat for any special-status birds or raptors because of its highly disturbed nature, it could provide nesting habitat for migratory birds. (DEIR, pp. 4.9-19 to 4.9-20.) Construction within occupied habitat of protected bird species that requires the removal or disturbance of vegetation could cause direct impacts on breeding and nesting activities. Removal of this habitat would be considered a direct and significant impact if protected bird species were taken or deterred from occupying breeding and nesting locations. Construction could also result in noise, dust, and other indirect disturbances to nesting bird species in the immediate vicinity, resulting in potential nest abandonment and mortality to eggs and chicks. (DEIR, p. 4.9-20.)
Impact 4.9.8 Development of the project could result in loss (fill) of jurisdictional Waters of the U.S. (one small drainage). Activities occurring in jurisdictional drainages may be regulated by USACE, CDFG, and RWQCB, under Section 404 of the CWA, Section 1602 of the Fish and Game Code, and Section 401 of	MM 4.9.8a	Prior to approval of improvement plans, the project applicant shall have the existing wetland delineation verified by the USACE to confirm the exact boundaries of the jurisdictional feature within the project study area. The project applicant shall redesign/refine the project to avoid and/or minimize all impacts on jurisdictional Waters of the United States and Waters of the State to the maximum extent practicable.	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: One drainage feature was found in the project site but the feature lacks hydrologic connectivity to navigable waters and is not adjacent to other jurisdictional features (EDAW 2004). Though the drainage is likely to be considered non-jurisdictional and not Waters of the U.S., this determination must be verified by the appropriate regulatory agencies (USACE, CDFG, and RWQCB). (DEIR, p. 4.9-22.)
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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings of Fact
<p>the CWA and Porter Cologne Act, respectively. (S) (DEIR, p. 4.9-22; FEIR, p. 2.0-66.)</p>	<p>If, based on the verified delineation, it is determined that fill of Waters of the U.S. would result from project implementation, authorization for such fill shall be secured from USACE via the Section 404 permitting process prior to project implementation.</p> <p>As part of the Section 404 permitting process, a conceptual wetlands mitigation plan shall be developed by a qualified wetland biologist. The acreage of Waters of the U.S., including wetlands and riparian habitat that would be removed shall be replaced or restored/enhanced on a "no-net-loss" of function and value in accordance with USACE and CDFG regulations and Placer County General Plan provisions. The mitigation plan shall quantify the total jurisdictional acreage lost or indirectly affected, describe creation/replacement ratios for acres filled, annual success criteria, potential mitigation sites, and monitoring and maintenance requirements. The applicant shall ensure that no less than 1.2 acre of wetlands shall be created for each acre loss and no less than 1.2 acres of other Waters of the U.S. will be restored for each acre lost or degraded. The applicant shall also ensure that for each created and or restored waters, the waters will achieve no less than 80% functional success for at least three consecutive</p>		<p>Waters of the U.S are considered sensitive by the USACE, CDFG, RWQCB, and the County. USACE has jurisdiction of Waters of the U. S. under Section 404 of the CWA. CDFG has jurisdiction over many Waters of the U.S under Section 1602 of the Fish and Game Code. RWQCB has jurisdiction over Waters of the U.S and Waters of the State under the Section 401 of the CWA and the Porter-Cologne Act. In addition, the Lahontan RWQCB has issued a general prohibition against allowing any new direct impact on wetlands or other Waters of the United States in the entire Truckee River watershed (which includes the project study area) unless exemption criteria can be met. (DEIR, pp. 4.9-22 to 4.9-23.)</p> <p>Construction of the roadway would result in the loss (fill) or temporary disturbance) of a small amount (less 200 linear feet) of this drainage. If the drainage were determined to be a Waters of the U.S., the project impact would be considered significant. (DEIR, p. 4.9-23.)</p>

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Impact/Significance prior to Mitigation		Mitigation Measure	Significance w/ Mitigation	Finding of Fact
		<p>years during the monitoring period for the mitigation to be considered complete. The plan shall be prepared by a qualified wetland biologist pursuant to, and through consultation with, USACE. Implementation of the plan would create or restore/enhance jurisdictional Waters of the U.S., to compensate for the loss of jurisdictional Waters of the U.S., including wetlands and riparian habitat.</p> <p>If a Section 404 permit were required from the USACE, a Section 401 permit would be required from the Lahontan RWQCB. If it is determined by a qualified wetland biologist an through consultation with Lahontan RWQCB that features that qualify as Waters of the State will be affected, the applicant would be required to obtain authorization from Lahontan RWQCB to fill/disturb these features prior to project implementation. (DEIR, p. 4.9-23; FEIR, pp. 2.0-66 to 2.0-68.)</p>		
	MM 4.9.8b	<p>A 1602 Streambed Alteration Agreement is necessary for the project. If it is determined to be necessary, the applicant shall obtain a Streambed Alteration Agreement from CDFG prior to approval of improvement plans. (FEIR, p. 2.0-68.)</p>		
Impact 4.9.9 Development of the Northside site would contribute to impacts		Implementation of mitigation measures identified in this section and Section 4.7, Hydrology and Water Quality, would fully mitigate	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.
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Impact/Significance prior to Mitigation	Mitigation Measures	Significance w/Mitigation	Findings of Fact
to wildlife habitat, riparian habitat, and special-status species. (S) (DEIR, p. 4.9-24; FEIR, p. 2.0-69.)	impacts to waters of the U.S. and special-status species. (DEIR, p. 4.9-25; FEIR, p. 2.0-69.)		<p>Explanation: The proposed project would result in an increment loss of mixed conifer/fir alliance (up to 2.5 acres), which provides habitat for many common plant and wildlife species. Mixed conifer/fir alliance is regionally abundant and would remain regionally abundant following implementation of the aforementioned reasonably foreseeable projects. The proposed project may also result in impacting waters of the U.S. The project would not result in impacts to special status species or result in the disruption of wildlife corridors or fragmentation of existing habitats. Mixed conifer/fir alliance is regionally abundant and would remain regionally abundant following implementation of the aforementioned reasonably foreseeable projects.</p> <p>The project would potentially contribute to impacts to cumulatively affected resource (jurisdictional waters and special-status species) and the project's potential contribution to cumulative impacts is considered to be significant. (DEIR, p. 4.9-25.)</p>
CULTURAL RESOURCES			
Impact 4.10.1 Implementation of the proposed project could potentially destroy or damage undiscovered prehistoric and historical cultural resources in the project site. (PS) (DEIR, p. 4.10-9; FEIR, p. 2.0-69.)	MM 4.10.1 An inadvertent-discovery plan shall be prepared before construction begins and shall establish a set of protocols to identify, evaluate, and protect cultural resources accidentally discovered during any project-related activities. This plan shall include the requirements that construction activities be halted and that the County be notified regarding the discovery. A qualified archaeologist approved by the County shall be contracted to determine whether the resource is significant and to determine appropriate mitigation. Any artifacts uncovered shall be recorded and removed to a location to be determined by the archaeologist. If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The Martis Valley area is known to be rich in cultural resources. Although many prehistoric and historical archaeological sites and resources have been identified, the probability is high that many of these resources remain undiscovered and should be considered prior to commencement of any grading, excavation, or construction activities. (DEIR, p. 4.10-9.)</p> <p>Archaeological investigations for the proposed project are adequate to identify known prehistoric and historic resources in the area. These investigations did not identify any historical resources, unique archaeological resources, or human remains on the project site. However, there is a possibility of unanticipated and accidental archaeological discoveries during ground-disturbing project-related activities. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect significant archaeological resources. (DEIR, p. 4.10-9.)</p>
S - Significant PS - Potentially Significant	LS - Less Than Significant CS - Cumulative Significant	SU - Significant and Unavoidable	

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Impact/Significance prior to Mitigation	Mitigation Measures	Significance with Mitigation	Finding of Fact
	Coroner must be notified, according to Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. The requirements of the inadvertent-discovery plan shall be noted on all construction plans. (DEIR, pp. 4.10-9 to 4.10-10; FEIR, pp. 2.0-69 to 2.0-70.)		
PUBLIC SERVICES AND UTILITIES			
Impact 4.11.1.1 Development of the proposed project would increase demand for fire and emergency services, possibly exceeding the ability of NFD to meet its response time goal of 4 minutes and resulting in unacceptable levels of service for structure fires, wildfires, and medical emergencies, and may impair emergency access to and from the site. (PS) (DEIR, p. 4.11-4; FEIR, p. 2.0-70 to 2.0-71.)	MM 4.11.1.1.a	The project applicant shall maintain emergency access to CDF and NFD specifications during all phases of construction. (DEIR, p. 4.11-6; FEIR, p. 2.0-70.)	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: Implementation of the proposed project would result in the development of 137 residential units, as well as recreational and commercial facilities, and would result in a population increase of up to 361 residents, as well as visitors. The increase in population associated with the proposed project would increase congestion and increase the number of calls for fire protection and emergency medical services. In addition, the project site is located in a forested area that is prone to wildfire. The proposed development and associated construction would increase human activity in the project area and thus would increase the risk of wildfire hazards on the project site and in the project vicinity. Radio communications for firefighters would be hindered by the proposed buildings on the project site. This increase in fire risk would increase the number of calls for service. Development of The Northside would require NFD to increase its staff by three full-time firefighters and may also require a new aerial platform (NFD, 2005). NFD did not identify the need for new or expanded facilities to serve the project. (DEIR, p. 4.11-4.)
S - Significant PS - Potentially Significant	LS - Less Than Significant CS - Cumulative Significant	LS	Based on the proximity of the proposed project to the existing Northstar fire station, response time to the proposed project would be 3 minutes. Response time from the satellite station would be approximately 15 minutes.
SU - Significant and Unavoidable			

Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
			<p>minutes (Shadowens, pers. comm., 2004, 2005). The proposed project is not anticipated to adversely affect fire and emergency response times. Fire hydrants would be provided according to the Uniform Fire Code, California Fire Code, and California Building Standards Code. (DEIR, p. 4.11-4.)</p> <p>NFD funds its fire services through property tax revenues and collects user fees for its other services. Increased property taxes generated by the proposed project would be used to offset the increased demand on these services. Additionally, the project would be subject to the NCSD's Fire Mitigation Fee Program. While NFD's funding would increase with the property tax revenue generated by The Northside, NFD anticipates a two year period after completion of the development before tax revenues are received where there would be a budget shortfall to provide adequate service to the site. (DEIR, p. 4.11-4.)</p> <p>The Northstar Fire Department requires the project to meet the following minimum criteria:</p> <ol style="list-style-type: none"> 1. Structures shall meet all applicable requirements of the California State Fire Marshal Title 19. 2. Structures shall meet all applicable requirements of the California Code of Regulations Title 24. 3. Structures shall meet all applicable requirements of the 1997 Uniform Fire Code. Fire flow will be required as per the 1997 Uniform Fire Code. If any buildings are located more than 150 feet from an improved road, an on site hydrant system per NFPA 24 standards shall be required. 4. Structures shall meet all applicable Placer County Building Code requirements. 5. Access roads shall be provided in compliance with the Placer County Fire Safe Ordinance. 6. Class A fire retardant roofing materials shall be required. 7. Entire structure(s) shall be provided with an approved automatic sprinkler system. <p>NOTE: MISSING #8</p> <ol style="list-style-type: none"> 9. Entire structure(s) shall be provided with an approved Class 1 standpipe system. A Class 1 standpipe system is equipped with 2 1/2-inch outlets. 10. Entire structure(s) shall be provided with an approved monitored smoke detection system.

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance Mitigation	Findings of Impact
			<p>11. Emergency vehicle access to rear of occupied structures shall be required. Standards to be set by Northstar Fire Department.</p> <p>12. An approved construction site safety and access plan shall be required.</p> <p>13. A perimeter 100-foot fuel break shall be provided and maintained.</p> <p>14. Automatic External Annunciators to be provided. Strategic locations to be determined by NFD.</p> <p>(DEIR, pp. 4.11-4 to 4.11-5.)</p> <p>NFD also identified that construction methods and the size of the buildings proposed as part of the project would hinder radio communications for firefighters. This is a public safety issue as well as a firefighter safety issue. (DEIR, p. 4.11-5.)</p> <p>CFD would respond to all fire types and has indicated an average response time of ten minutes. CDF has indicated that while there is no direct funding increase associated with new development, no additional personnel or equipment would be needed as a result of the project. (DEIR, p. 4.11-5.)</p> <p>The project as proposed would be inconsistent with Placer County General Plan Policies 4.A.1, 8.C.2 and 8.C.7 and Martis Valley Community Plan Policies 6.A.1, 6.H.11, 6.H.12, and 1.I.1, which pertain to fire protection, risk and providing fair-share funding for new fire services. (DEIR, p. 4.11-5.)</p>
	MM 4.11.1.1b	<p>Prior to approval of improvement plans for the project site, the project applicant shall submit these plans to the CDF and NFD for review and approval. The final map and improvement plans shall contain the following items:</p> <ul style="list-style-type: none"> • Fire hydrants shall be spaced at no more than 300 feet apart for structures with four or more units (R-1 building code occupancy type) and at no more than 300 feet apart for three units or less, such as single family (R-3 building occupancy type). 	

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<ul style="list-style-type: none"> All hydrants shall provide a minimum of 1,500-gallon-per-minute pressure for dwellings up to 3,600 square feet. Fire suppression appurtenances shall be visible from the driving surface with no vegetation exceeding 6 inches in height within 36 inches of any hydrant, post indicator valve, fire department connection, or other fire service-related device. Hydrant color and type shall be determined by NFD. Building numbers shall be visible from the access street or road fronting the property, clearly visible from both directions of travel on the road/street. Said numbers shall be a minimum of 3-inch letter height, 3/8-inch stroke, reflectorized, and contrast with their background, or may be a minimum of 5 inches high and contrast with their background. Designation of a firebreak to be maintained by the homeowner's and/or property owner's association by removing and clearing away existing brush, flammable vegetation, or combustible growth within 30 feet of structures as set forth in Public Resources Code Section 4291 or the functional equivalent as approved by CDF. The final map shall designate a 300-foot shaded fuel break area in which flammable vegetation or combustible materials are reduced 		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance without Mitigation	Findings/Significance
	<p>and cleared away. The fuel break may be less than 300-feet if allowed by NCSD and CDF, that shall be on common property as property of the homeowner's or property owner's association.</p> <ul style="list-style-type: none"> Identify a site for a radio repeater. (DEIR, pp. 4.11-6 to 4.11-7; FEIR, pp. 2.0-71 to 2.0-73.) 		
MM 4.11.1.1c	<p>During construction activities, the project applicant shall perform the following tasks:</p> <ul style="list-style-type: none"> Prior to occupancy of residential lots, vegetation clearance around structures shall meet the minimum requirement of Public Resources Code Section 4291 (Defensible Space Standards) or the functional equivalent. Structures shall maintain a firebreak by removing and clearing away flammable vegetation or combustible growth within 30 feet of structures. A shaded fuel break shall be provided according to NFD ordinance. The ordinance calls for a 300-foot shaded fuel break in which flammable vegetation or combustible materials are reduced and cleared away around any new development before plan approval. All flammable vegetation and fuels caused by site development shall be legally disposed of or removed. During construction activities, temporary provisions for emergency access and fuel modification zones shall be 		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<p>provided. The project applicant shall prepare a temporary fire protection plan that will provide temporary emergency access and fuel modification zones for phased development.</p> <ul style="list-style-type: none"> During construction, a construction staging area for vehicles and equipment shall be dedicated in order to maintain an open roadway for fire department access. Any grass or other vegetation planted along cut/fill areas (i.e., roadways) for erosion control purposes shall be low-growing grasses. Tall grasses can subject the development to an increase in fire danger. <p>(DEIR, p. 4.11-7; FEIR, pp. 2.0-73 to 2.0-74.)</p>		
MM 4.11.1.1d	<p>The project applicant shall provide adequate fire apparatus enhancement and additional equipment as requested by NFD to serve the proposed project, to maintain the existing response time in the Northstar community, and to meet the response time goal of NFD. The project applicant shall provide site for a radio repeater, a radio repeater, and funding for all engineering and equipment and design of the radio repeater facility. The project applicant shall be assessed as appropriate to fund these necessary improvements. (DEIR, pp. 4.11-7 to 4.11-8; FEIR, p. 2.0-75.)</p>		

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Impact/Significance prior to Mitigation	MM 4.11.1.2a	Mitigation Measure	Significance w/ Mitigation	Findings of Mitigation
<p>Impact 4.11.1.2</p> <p>The proposed project would connect with Highlands View Drive to provide emergency access. However, internal circulation for the project would be provided by private roadways, one of which does not meet Placer County roadway standards. (PS) (DEIR, p. 4.11-8; FEIR, p. 2.0-75.)</p>	<p>MM 4.11.1.2a</p>	<p>Prior to approval of improvement plans for the project site, the project applicant shall submit these plans to the CDF and NFD for review and approval. The final map and improvement plans shall contain the following items:</p> <ul style="list-style-type: none"> • Condominium Buildings A-1, A-2 and B shall provide adequate access for emergency vehicles, such as a fire land or turn-out, acceptable to NFD. • All project circulation areas shall be designed with a 24-foot minimum width and all-weather surfaces capable of supporting a 40,000-pound vehicle, unless design exceptions are approved by the CDF, NFD, NCSD, and DPW. • Gated access shall require the installation of a Knox box or similar system for fire district access acceptable by NFD. • Roads and driveways shall have a minimum unobstructed height of 13 feet 6 inches and a minimum radius of 50 feet, unless design exceptions are approved by NFD, CDF, NCSD, and DPW. • Cul-de-sacs shall have reflect turning radius requirements for NFD fire apparatus. • The entire driveway serving the townhomes shall be painted and signed to reflect a fire lane. Signage shall read "Fire Lane - No Parking". <p>(DEIR, p. 4.11-9; FEIR, pp. 2.0-75 to 2.0-76.)</p>	<p>LS</p>	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: Access to and from the project site as well as the internal circulation plan are shown on Figure 3.4 and 3-8 respectively. The project proposes a cul-de-sac driveway within the townhome portion of the project site that would provide access to the individual townhome units. While this driveway exceeds the maximum length of 800 feet identified for parcels zoned for less than one acre in the Placer County Land Development Manual (Section 4.08) for dead end roads, an emergency access route would be provided between the townhome driveway and the bus access road serving Condominium Building B. The NFD reviewed the project plans and found the proposed configuration would be acceptable if the townhome driveway were identified as a fire lane, with appropriate painting and signage and adequate turning radius (Shadowens, 2005). In addition, if the townhome component was gated after construction of the project, NFD would need to be able to access the project site despite the gated entry. (DEIR, p. 4.11-8.)</p> <p>Secondary emergency access to the Northstar Village/Northside area would be provided from Highlands View Drive (formerly Highlands Drive). Residents and visitors to The Northside would exit the site using the adjacent parking lot, which connects to Big Springs Drive. Big Springs Drive connects with Highlands View Drive, which would funnel traffic northeast to connect with SR 267. The Highlands View Drive connection to SR 267 would be constructed and accepted as complete by the County prior to issuance of a certificate of occupancy. As described in Section 3.0, Project Description, construction of Highlands View Drive is a condition of approval for the Northstar Highlands project.</p> <p>Environmental impacts associated with the construction of Highlands View Drive were analyzed and disclosed in the Northstar Highlands Environmental Impact Report (SCH #2003012086) that was certified by the Board of Supervisors on February 23, 2005. Residents and visitors to The Northside would exit the site using the adjacent parking lot that connects to Big Springs Drive that in turn connects with Highlands View Drive. Traffic on Highlands View Drive would connect with SR 267. (DEIR, p. 4.11-8.)</p> <p>In addition to the emergency access from Highlands View Drive, the Siller Ranch Emergency Access Road would provide another emergency</p>
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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
			access route in the future, if and when it is constructed. The Siller Ranch Emergency Alignment would connect Big Springs Drive through the proposed Retreat Subdivision to an existing fire emergency logging road located on the Siller Ranch site. The existing fire emergency/logging road crosses Martis Creek over two thirty inch culverts. The existing mountain road then travels north through the Siller Ranch site until it connects to Schaffer Mill Road. The alignment would conform to the buildout of the proposed Siller Ranch project site. The environmental impacts of construction this alignment were analyzed as part of the Northstar Village Addendum to the Final EIR (Placer County, 2004). Construction of the Siller Ranch Emergency Access Road is not a part of the proposed project; Highlands View Drive is proposed to provide emergency access for the proposed project as previously discussed. (DEIR, p. 4.11-8.)
	MM 4.11.1.2b Prior to occupancy for any building, construct Highlands Drive to a Rural Secondary (Plate 3 LDM) standard from SR 267 to the proposed emergency access road encroachment onto the end of the proposed Highlands View Drive. Prior to the recordation of any Final Map creating any Phase 1 Lot, the project applicant shall construct or secure Highlands Drive to a Rural Secondary (Plate 3 LDM) standard from SR 267 to the proposed emergency access road encroachment onto the end of the proposed Highlands View Drive. Highlands View Drive shall be designed to meet 25-mph design speed criteria at a minimum, as specified in the latest version of the Caltrans Highway Design Manual unless otherwise approved by DPW. The roadway structural section(s) shall be designed for a Traffic Index of 7.0 (Ref. Section 4, LDM).		
S - Significant PS - Potentially Significant	Prior to occupancy of any building,	LS - Less Than Significant CS - Cumulative Significant	SU - Significant and Unavoidable

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Finding of Effect
	<p>construct the emergency access connection to a Rural Minor (Plate 2 LDM) standard with 24' of pavement width from the proposed end of Highlands View Drive to the existing terminus of Big Springs Drive. Prior to the recordation of any Final Map creating any Lot, construct or secure the emergency access connection to a Rural Minor (Plate 2 LDM) standard with 24' of pavement width from the proposed end of Highlands View Drive to the existing terminus of Big Springs Drive. The road(s) and storm drainage shall be maintained by the project Homeowners Association. The emergency access road shall be designed to meet 20-mph design speed criteria at a minimum, as specified in the latest version of the Caltrans Highway Design Manual unless otherwise approved by DPW. The roadway structural section(s) shall be designed for a Traffic Index of 7.0 (Ref. Section 4, LDM).</p> <p>Construct emergency access gates at each end of the emergency access road to the satisfaction of the servicing fire district(s) and the DPW. The gates shall be located across the emergency access road and as close to the proposed Highlands View Drive encroachment and existing terminus of Big Springs Drive as can safely be allowed.</p> <p>The circulation connection between the end of the proposed Highlands View Drive and the existing terminus</p>		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
Impact 4.11.4.1 Implementation of the proposed project would result in increased water demand that cannot be served by the existing water source, storage, and transmission systems. However, the necessary water infrastructure improvements proposed by the NCSD would serve the proposed project. (PS) (DEIR, p. 4.11-28; FEIR, p. 2.0-78.)	MM 4.11.4.1 Prior to issuance of building permits the water system shall meet all requirements for fire flow of the Northstar Fire Department. The demand for fire flow shall be based on the current adopted California Fire Code applicable at the time of permitting. The project applicant shall submit engineering calculations and hydraulic modeling of the distribution system demonstrating adequate storage, flow rates, and pressures are available to serve the project. (DEIR, p. 4.11-28; FEIR, pp. 2.0-80 to 2.0-81.)	LS	Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: Implementation of the proposed project would result in 137 new residential units, approximately 37,200 square feet of retail and skier services, and approximately 8,900 square feet of recreational services. These proposed land uses would increase the NCSD's demand for potable water and would require infrastructure upgrades. Peak water use for the proposed project is estimated at 60,000 gallons per day (gpd), or approximately 67 afy (EDAW, 2005). These land uses would require approximately 3 percent of Northstar's total annual water demand after the resort is fully developed. Total annual demand for Northstar is estimated to be 2,044 af, with a maximum daily demand during peak occupancy (December) of 16.9 af per day. Because of the relatively small demand generated by the proposed project and the timing of construction, the project by itself may not generate the need to construct new water sources; however, given the uncertain timing of various other Northstar projects, it is impossible to determine what the status of the other Northstar projects and the status of the various master water plan improvements would be when the proposed project was implemented, so it cannot be determined whether new water sources would be required to serve the project (NCSD, 2005). (DEIR, p. 4.11-28.) As required by SB 610, the NCSD has indicated, based on data from the NCSD Master Water Plan Update and the SB 610 compliance study, that 2,044 af of water that would be provided via the NCSD's Reservoir A, spring collection areas, and fractured zone wells are available to serve the future demand of the proposed project at buildout during normal, dry, and multiple dry years, but that infrastructure upgrades would be necessary (EDAW, 2005). (DEIR, p. 4.11-28.) Additional infrastructure necessary to link the project to the existing Northstar water system would be minimal because the project would be

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance with Mitigation	Findings of Fact
			located near existing water lines and storage tanks. The project would connect to existing water supply lines located in Northstar Drive. However, upgrades to the water supply system to increase the amount of water available may be necessary to ensure an adequate water supply to provide water service to the project site. While the Master Water Plan Update has considered The Northside development among all development planned for Northstar-at-Tahoe at buildout, the specific timing of the improvements discussed in the Master Water Plan has not yet been determined. As previously discussed, there are multiple projects planned for development within Northstar and it is uncertain which improvements would be available to serve The Northside and the specific amount of development that would occur prior to The Northside. (DEIR, p. 4.11-28.)
VISUAL RESOURCES			
Impact 4.13.2 Implementation of the proposed project could temporarily and permanently degrade the existing visual character of the project site through the removal of trees and site development. (PS) (DEIR, p. 4.13-16; FEIR, p. 2.0-81.)	MM 4.13.2a Dominant building materials shall reflect regional vernacular traditions and may include stone, weathered or painted metal, cast integral color concrete, cement plaster stucco, or wood. These materials shall not produce glare and shall be colored to complement and blend in with the natural surroundings. Generally colors will be one to two shades darker than the natural environment and will take into account the different seasons during the year. The project applicant shall incorporate sustainable development measures into the design of all site improvements, buildings, and construction techniques to minimize visual impacts on the surrounding environment. (DEIR, p. 4.13-17; FEIR, pp. 2.0-81 to 2.0-82.)	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The Northstar-at-Tahoe resort community is located within a densely forested area of the Martis Valley, characterized predominantly by Jeffrey pine and white fir. The project site is located in mountainous terrain within the Northstar resort, north of the Northstar Village. The project site itself is characterized by moderate slopes with steeper banks on the perimeter. Currently, the site contains parking lots providing approximately 600 parking spaces as well as pedestrian and vehicle circulation. As a result, the project would convert the site from an existing urban use (parking lot) to another (townhomes and condominiums). (DEIR, p. 4.13-16.)</p> <p>The project site is currently devoted to parking lots A, B, C and D and swaths of forest (refer to Figure 4.13-1). The parking lots are used by day skiers when the resort is in operation during the winter months. The majority of lots are currently being used for construction worker parking and staging areas for equipment and materials for Northstar Village construction. Northstar Village borders the project site on the south and east. Existing parking lots as well as new development under construction as part of the Northstar Village is currently visible from Northstar Drive as well as from various vantage points along Parking Lots E, F, G, H and</p>
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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
			<p>I (refer to Photos 1 – 10). (DEIR, pp. 4.13-16 to 4.13-17.)</p> <p>The Northside project would require the removal of existing trees for the construction of buildings, roadways, infrastructure, and parking lots. To accommodate the project, approximately 650 trees, 6 inches or greater in diameter (which amounts to approximately 80 percent of the total tree cover on the project site) would require removal (EDAW, 2004). Trees around the perimeter of the site would be retained where feasible. (DEIR, p. 4.13-17.)</p> <p>Implementation of the proposed project would alter some existing views from private residences. Currently, residences located along Grouse Ridge Run to the west of the site have views of forest and parking lot pavement from some angles. Removal of trees in association with the project would alter the visual character of the area and allow views of condominium structures. Condominium buildings A-1, A-2 and B are proposed to be a maximum of 64 feet tall. These structures are similar in scale to the new buildings being constructed in Northstar Village that range from 4 to 6 stories, with heights ranging from 69' - 8" feet to 86' - 6" feet. Because of the surrounding topography and height of trees in the area, the height and mass of the built environment does not overwhelm the natural environment. As shown in Photos 9 and 10, above, views of the project site would remain partially obstructed by trees instead of towering above the existing landscape. (DEIR, p. 4.13-17.)</p> <p>Staging areas would be established during project development. Stockpiling areas would be identified on improvement plans and would be located as far as practical from existing dwellings. Depending on their location, construction staging and stockpiling areas could potentially be visible from surrounding vantage points including Northstar Drive and residences to the east. (DEIR, p. 4.13-17.)</p> <p>Both the Placer County General Plan and the 2003 MVCP have specific policies that govern the preservation of the visual and rural character of the County and 2003 MVCP. General Plan Policies 1.K.1, 1.K.2, 1.K.3, 1.K.4, 1.K.5, 1.K.6, 1.L.3, 1.L.4, 1.L.8, 1.O.3, 1.O.4, 1.O.9 and 6.D.10 and Community Plan Policies 4.B.2, 4.A.4, 4.A.6, 4.A.9, 1.C.2, 4.A.5, 4.A.8, 4.B.1, 4.B.5, 9.E.4 and 9.E.7 provide for the preservation of visual and rural character. The project as proposed is inconsistent with these</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings of Impact policies (refer to Table 13 in Appendix C). (DEIR, p. 4.13-17.)
MM 4.13.2b	<p>The project applicant shall prepare and provide to the County design plans of construction staging areas for review and approval showing the use of berms and landscaping and/or other screening methods. The project applicant shall implement the design plan before using construction staging areas. These design plans shall include staging areas to be placed in previously disturbed areas, or placed in areas that would have minimal impact on topography and vegetation, and a Revegetation Control Plan shall be developed and implemented to ensure that all disturbed areas shall be restored to pre-project conditions. Native seeds shall be used where applicable. (DEIR, p. 4.13-18; FEIR, p. 2.0-82.)</p>		
MM 4.13.2c	<p>In general, the project site shall be designed to minimize cuts and fills. Effects from grading on hillsides shall be minimized through the retention of the natural shape of the hillside as much as possible. For areas that would be cut, the topography shall be rounded or warped to make the topography appear natural. This shall be completed by laying a grid of stakes along the slopes, cutting or filling at the stakes, and blending between the stakes to re-create natural-looking contours. This would enable the slopes to be revegetated while allowing for erosion control measures</p>		

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[Signature]

The Northside

Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	and stormwater conveyance. Temporary irrigation shall be used along the revegetated slopes until the vegetation is established. This approach to grading will minimize disturbance and visual impacts to the extent possible. (DEIR, p. 4.13-18; FEIR, p. 2.0-83.)		
MM 4.13.2d	<p>The Northside project shall be required to prepare and comply with a Tree Protection, Retention, and Replacement Plan. At a minimum, the plan shall include the following:</p> <ol style="list-style-type: none"> 1) A graphical representation of the trees over 6 inches in diameter at breast height (dbh) to be removed. 2) A graphical representation of the existing trees to remain in place. 3) A replanting scheme, including Master Planting Plans, that identify the plant list, quantity, and dbh (in inches) replacement numbers, and a graphic depicting the location and projected coverage of the plants. The project applicant shall hire a revegetation consultant (International Society of Arboriculture [ISA] Certified Arborist or an equivalent team of specialists) to develop the proper seed mix of all natives suitable to the project area, shrubs, and trees to use in replanting and appropriate transplantation methods. The replanting scheme shall require an 0.5-inch-dbh replacement for each one-inch dbh removed, unless additional replanting is required by a Timber 		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance with Mitigation	Findings of Board
<p>S - Significant PS - Potentially Significant</p>	<p>Permit. The replanting plan shall provide for the ongoing care and maintenance of the replanted trees and shall require replacement of trees that do not survive after the initial three-year period. Replacement trees shall be native species of trees removed and all replacement trees must be listed in the Tahoe Regional Planning Agency Native Plant List. Replacement trees shall be replanted on-site, primarily in areas that buffer project components from public views or areas that buffer other development in Northstar from public views. Trees and shrubs shall be planted in a natural fashion and not in rows. Linear patterns shall be avoided. Off-site replanting shall be allowed to the satisfaction of the Planning Department. Replanting shall not be required for trees as a result of wildfire and/or fuels management requirements.</p> <p>ADVISORY COMMENT: Any property under the ownership or management of the applicant will satisfy the requirement of "on-site." The proposed program shall be submitted to the Development Review Committee (DRC) for approval. If an appropriate on-site location is not identified, the applicant shall identify the specific off-site location to be reforested. Priority areas shall be locations in the</p>	<p>LS - Less Than Significant CS - Cumulative Significant</p>	<p>SU - Significant and Unavoidable</p>

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<p>greatest need of reforestation in the region, such as the area burned in the "Martis Fire", or similar areas. A Registered Professional Forester (RPF) shall provide the DRC with a silvicultural prescription for the reforestation, including details on the types of seedlings to be used, the density of plantings, species composition, methods of irrigation, and schedule for completion.</p> <p>4) Replanting to occur in conjunction with development of the site and schedules replanting such that trees removed in any phase of construction are replaced prior to initiation of the next phase.</p> <p>5) Immediate revegetation of fill areas with appropriate vegetation to recreate their existing vegetative characteristics.</p> <p>6) In addition, tree buffer areas are required to screen project features from views along Northstar Drive and from other vantage points. The tree buffer areas replanting scheme shall describe the average mature height and density of foliage of the species for trees to be planted and the height and density of existing vegetation. These tree buffer areas shall consist of large evergreens (i.e., Jeffrey and Lodgepole) that are stagger planted with branches at or near the ground level, unless branches are required to be trimmed per fuel reduction zone requirements.</p> <p>7) Trees that are selected to be</p>		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/ Mitigation	Findings/Notes
	<p>removed and transported as part of the retention plan shall be placed in the buffer areas.</p> <p>Existing tree transplanting shall consist of removing existing trees and shrubs in areas proposed for development to the greatest extent feasible for transplanting to intercept lot landscape areas, including and not limited to Jeffrey pine (<i>Pinus jeffreyi</i>) and ponderosa pine (<i>Pinus ponderosa</i>) seedlings, saplings, and smaller size trees (less than or equal to 10 feet tall) that are removed for project implementation.</p> <p>Transplants shall be excavated before the start of parking lot construction work, including but not limited to grading and paving, stored properly for the least amount of time feasible, and immediately installed at the time of parking lot landscape installation. The trees shall be transplanted in the early spring before the season's new growth. All work shall be performed by a Contractor familiar with arboriculture, horticulture, and industry methods and standards for transplanting trees.</p> <p>8) At all times, ISA and American National Standards Institute (ANSI) standard digging and transplanting techniques shall be used to ensure proper handling and successful transplanting of trees. The contractor shall use a</p>		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<p>professional tree mover that has exhibited knowledge, success, and a minimum of 5 years of experience in transplanting native plants.</p> <p>The professional tree contractor shall take all steps necessary to protect the health and viability of the plant before and during transplant operations. These measures shall include, but are not limited to, mandatory watering (multiple applications as required to maintain a moist rootball); protection from sunlight, sunburn, wind, and desiccation; and protection from damage due to construction operations.</p> <p>The source of transplants shall be those trees selected as transplants in the field, based on their species, size, health, and conditions. The trees shall be transplanted to the approved locations within the project site. All pruning shall be performed under the direction of an ISA-certified arborist.</p> <p>Trees over six (6) feet in height shall be excavated using a tree spade for replanting immediately at the project site. Trees must be accessible by a large truck with no interference from fences, sidewalks, buildings or aboveground utility lines. The tree shall only be moved by the rootball. The soil around the root</p>		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance with Mitigation	Findings of Study
	<p>ball must remain unbroken. The root system shall be retained when removing the tree from the ground. Exposed roots shall be protected with moist burlap. Root exposure to wind and sun shall be minimized to the greatest extent feasible. The rootball shall be kept moist (throughout the entire transplanting operation), wrapped in burlap, and secured with wire. The burlap shall be dampened with water, as necessary, to keep the rootball wet. A hole shall be excavated at the approved location to receive the transplanted plant to twice the diameter and to equal depth of the existing root ball of said plant. The soil within the planting hole shall be moist before planting the transplant. Burlap shall be removed and the transplant shall be planted in the planting hole; the hole backfilled with excavated material to the found lines and grades.</p> <p>Amended top soil can be added around the roots before backfilling the hole.</p> <p>The backfill soil shall be compacted sufficiently so that settlement does not occur. The area immediately surrounding the transplanted plant shall be saturated with water. If determined to be inadequate, additional watering and irrigation frequency shall be increased as</p>		

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<p>directed by an ISA-certified arborist. Pine needle mulch shall be spread over the transplant area to a 3-inch depth.</p> <p>Trees shall be firmly staked and tied with heavy wire that is covered with protective rubber. The wire should not be too tight around the trunk to cause girdling of the tree. Stake supports shall be left in place for 1-2 seasons and checked regularly by an ISA-certified arborist or landscape architect to ensure they are not restricting growth or girdling the trunk.</p> <p>During the contract period before the start of the maintenance period, the professional tree contractor and ISA certified arborist shall inspect the transplanted trees to determine if additional watering is necessary. Transplants shall be watered as necessary to maintain health and vigor of each plant for the entire first growing season. At no time shall fertilizers be used.</p> <p>The project applicant shall submit to the County a security deposit to ensure that the Tree Protection, Retention, and Replacement Plan is fulfilled. (DEIR, pp. 4.13-18 to 4.13-21; FEIR, pp. 2.0-84 to 2.0-91.)</p>		
S - Significant PS - Potentially Significant	MM 4.13.2e	LS - Less Than Significant CS - Cumulative Significant	SU - Significant and Unavoidable

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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
	<p>completed for The Northside, the trees to be retained shall be noted on a site plan submitted as part of the application. The site plan shall show the trees to be retained (including the mechanism to ensure retention of those areas such as easements, deed restrictions, or other appropriate methods) and shall also show building heights of the proposed structures. These plans shall also show the anticipated visibility of all facilities, such as parking lots. All building heights shall be designed to be below the tree line of the retained trees. The intent is that no entire buildings will be seen over the top of the primary tree sight line.</p> <p>Renderings, such as cross sections or visual simulations, showing the proposed built environment shall be included along with landscaping plans and architectural renderings that show the retained trees and any trees and shrubs proposed for planting. These plans shall exhibit that buildings and facilities shall be shielded from public views, through either retention of existing trees or planting of a visual buffer. (DEIR, p. 4.13-21; FEIR, pp. 2.0-91 to 2.0-92.)</p>		
MM 4.13.2f	<p>All residential projects proposed within the Northstar resort community, including the proposed project, shall implement the 2003 MVCP Northstar at-Tahoe Design Guidelines. (DEIR, p. 4.13-21; FEIR, pp. 2.0-92 to 2.0-93.)</p>		

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Impact/Significance prior to Mitigation	MM 4.13.2g	Mitigation Measure	Significance w/ Mitigation	Findings of Fact
		The project applicant shall retain a qualified resource specialist to conduct a site visit annually for three years to determine if additional landscaping would be required to adequately screen project components from Northstar Drive or other vantage points. At that time, if additional plantings are required, then the project applicant and/or contractor shall provide additional landscaping for visual screening as directed by the County. (DEIR, pp. 4.13-21 to 4.13-22; FEIR, p. 2.0-93.)		
Impact 4.13.3 Implementation of the proposed project could potentially alter scenic views or resources from scenic roadways that are eligible for scenic designation. (PS) (DEIR, p. 4.13-22; FEIR, p. 2.0-93.)		MM 4.13.3 In addition to the requirements of MM 4.13.2a through 4.13.2g, the project applicant shall provide the County with project design plans for each component, showing the use of setbacks, berms, landscaping, and other screening methods that will shield structures and graded areas consistent with the County's visual resource policies and ensure that project features do not dominate views from Northstar Drive, Big Springs Drive, and nearby residences. At a minimum, the project design plans shall demonstrate that: <ul style="list-style-type: none"> • Project components do not silhouette against the sky above the ridgelines or hilltops. • Roof lines and vertical architectural features blend and do not detract from the natural background. • Project components fit the natural terrain. • Project components use building materials, colors, and textures that 	LS	<p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment.</p> <p>Explanation: The project site is not located adjacent to or within view of any scenic highway I-80, approximately 5 miles northwest of the project site, and SR 28, approximately 4 miles southeast (Caltrans 2003), are the nearest routes eligible for State Scenic Highway designation. SR 267, Schaffer Mill Road and Northstar Drive are designated as scenic routes in the 2003 MVCP (Policy 4.C.1). (DEIR, p. 4.13-22.)</p> <p>Based on field review and line-of-sight analysis, there are virtually no clear views of project site from I-80 due to the distance from the site and intervening topography and tree coverage. In addition, the proposed project would not be visible from the Yuba Donner National Scenic Byway, SR 28, or SR 267 given the distance and intervening topography and trees. Portions of the project site would be visible from Northstar Drive (refer to Photos 5, 6 and 7, above) as well as from parking lots located to the west of the site. As previously described, existing views of the site include trees and pavement associated with skier parking lots. The proposed project would introduce two condominium structures (one 70 feet tall and one 80 feet tall) and 39 townhomes (generally less than 30 feet tall, but can be as tall as 35 feet depending on ground slope). Condominium and townhomes would be partially visible from existing vantage points, including Northstar Drive. (DEIR, p. 4.13-22.)</p>

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Impact/Significance prior to Mitigation	Mitigation Measures	Significance with Mitigation	Finding/Fact
	<p>blend with the natural landscape.</p> <ul style="list-style-type: none"> Project components visible from Northstar Drive, Big Springs Drive, and nearby residences are designed to use natural landforms and vegetation for screening structures and access roads. Tree removal is kept to the minimum level feasible, especially in areas where there is no intervening topography to shield project components from view from the valley floor, and public roads. A landscaping buffer, to consist primarily of trees native to the area of adequate height and density to screen project components from public views, is provided for areas adjacent to open space, undeveloped lands, or public roads. Specifically, this screening will be provided along the eastern boundary of the project site to screen views along Northstar Drive. This landscape buffer shall be maintained in perpetuity. <p>(DEIR, pp. 4.13-22 to 4.13-23; FEIR, pp. 2.0-93 to 2.0-95.)</p>		<p>Placer County General Plan Policies 1.K.1, 1.L.3, 1.L.4, and 1.L.8 require the consideration of scenic corridors during project development. The project as proposed would not be consistent with these policies as Northstar Drive is designated as a scenic route in the 2003 MVCP (Policy 4.C.1). (DEIR, p. 4.13-22.)</p>
<p>Impact 4.13.4</p> <p>Construction of new buildings and removal of trees to accommodate the proposed project would create daytime glare. (LS) (DEIR, p. 4.13-23; FEIR, p. 2.0-95.)</p>	<p>Although the proposed project would create additional sources of possible daytime glare, implementation of MM 4.13.2a through 4.13.2g and MM 4.13.3 would reduce this impact to less than significant. (DEIR, p. 4.13-24; FEIR, p. 2.0-95.)</p>	LS	<p>Finding: Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) A so-called "mitigation measure" has been included in the Project plans, however, in order to reduce even further any potential impacts associated with long-term regional emissions.</p> <p>Explanation: Proposed land uses and structures associated with the proposed project would not create daytime glare in the Martis Valley outside of the Northstar-at-Tahoe resort community, but they could</p>
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Impact/Significance prior to Mitigation		Mitigation Measure	Significance w/ Mitigation	Findings of Fact
Impact 4.13.5 Nighttime lighting associated with the proposed project would result in increased glare and lighting of the night sky. (PS) (DEIR, p. 4.13-24; FEIR, p. 2.0-95.)	MM 4.13.5a	The project applicant shall prepare and implement a lighting plan. Outdoor light fixtures for parking areas, buildings, pedestrian areas, and roadways shall be shielded, and/or directed down to preserve the night sky and directed away from residential areas to minimize light and glare effects on adjacent residences. Exterior lighting of areas adjacent to the commercial and residential buildings shall be limited to public safety and security purposes. Lighting fixtures shall be installed and shielded in such a manner that no light rays are emitted from the fixture at angles above the horizontal plane. Timers shall be implemented on lighting fixtures near buildings, where applicable, to avoid continual lighting of surfaces. Lighting plans shall be provided to the County as part of facility improvement plans and shall include a detailed photometric analysis demonstrating that the illumination of adjacent residential structures and/or properties will not exceed 1.0-foot candles and that light rays will not be emitted from the fixtures at angles above the horizontal plane. (DEIR, p. 4.13-24; FEIR, pp. 2.0-95 to 2.0-96.)	LS	<p>contribute to an increase in daytime glare in areas of the Northstar-at-Tahoe resort community adjacent to the project site. Paved areas and structures would contribute to an increase in impervious surfaces which have more reflective properties than vegetative surfaces. The removal of trees may increase the visibility of project from some existing residences and contribute to an increase in glare, especially in snowy conditions. (DEIR, p. 4.13-23.)</p> <p>Finding: The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: Buildout of the proposed project would result in outdoor developed spaces that would require nighttime lighting, including new parking areas and residential uses. The proposed project would use outdoor lighting for aesthetic purposes as well as safety and security. The Northside project would meet the intent of the County Design Guidelines Manual, and all lighting would be high-pressure sodium to meet the County Code. Proposed lighting may illuminate the night sky, create a glow over the area, or create a glare that could affect nearby uses. Placer County General Plan Policy 1.O.9 and 2003 MVCP Policy 4.A.9 discourage the use of outdoor lighting that has an impact on adjacent properties or the night sky. (DEIR, p. 4.13-24.)</p> <p>To meet the design intent of the nighttime exterior use, high-pressure sodium lamps shall be used. High-pressure sodium lamps have similar attributes to low-pressure sodium lamps in terms of maintained illumination levels, even distribution of light, and soft color temperature (sodium lamps are preferred rather than the brighter white light of metal halide lamps). The high-pressure lamps emit light such that the source is shielded and the light is downcast. Low-pressure sodium sources are actually a significantly brighter source, and the use of this light source could result in taller pole mounting heights for the same overall general illumination. Taller mounting heights are less desirable and would produce greater impacts. (DEIR, p. 4.13-24.)</p>

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Impact/Significance prior to Mitigation	MM 4.13.5b	Mitigation Measure	Significance Mitigation	Findings of Data
<p>Impact 4.13.6</p> <p>Implementation of the proposed project in combination with other reasonably foreseeable projects would contribute to cumulative visual impacts during daylight hours. (LS) (DEIR, p. 4.13-25; FEIR, p. 2.0-97.)</p>		<p>The project shall implement the Martis Valley Community Plan Northstar-at-Tahoe Design Guidelines. (DEIR, p. 4.13-25; FEIR, p. 2.0-96.)</p>		
<p>Impact 4.13.6</p> <p>Implementation of the proposed project in combination with other reasonably foreseeable projects would contribute to cumulative visual impacts during daylight hours. (LS) (DEIR, p. 4.13-25; FEIR, p. 2.0-97.)</p>		<p>Implementation of MM 4.13.2a through MM 4.13.2g and MM 4.13.3 would facilitate use of nonreflective building materials as part of project design, provide immediate revegetation of disturbed areas, and shield development from views to the maximum extent feasible. All of these measures would reduce the project's contribution to cumulative visual impacts. (DEIR, p. 4.13-26; FEIR, p. 2.0-97.)</p>	LS	<p>Finding The County finds that changes or alterations have been required in, or incorporated into, the project that mitigate or avoid this impact's significant effects on the environment. Explanation: As described for Impacts 4.13.2 and 4.13.3, development of the Northside project is expected to result in alteration of current views of the project site. However, visibility of the project site is limited to vantage points within Northstar and is not visible from surrounding areas (i.e. SR 267, 1-80). Although the project would change existing views, the project includes measures to mitigate visual impacts through screening, building materials, and shielding of light fixtures. (DEIR, p. 4.13-25.)</p>
<p>Impact 4.13.7</p> <p>Implementation of the proposed project in combination with other reasonably foreseeable projects would contribute to increased nighttime lighting and glare. (CS) (DEIR, p. 4.13-26; FEIR, p. 2.0-97.)</p>		<p>Some of the potential cumulative impacts on nighttime lighting would be reduced by implementation of mitigation measures MM 4.13.5a and MM 4.13.5c. However, the project would still contribute to the addition of new nighttime light sources on a regional level in a visually sensitive area where limited nighttime lighting sources currently exist. (DEIR, p. 4.13-26; FEIR, p. 2.0-97.)</p>	SU	<p>Finding: The County hereby directs that the policies, implementation programs and mitigation measures be adopted. The County finds that there are no additional feasible mitigation measures or alternatives that the County could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and unavoidable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the County finds that specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the Project despite unavoidable remaining impacts.</p> <p>Explanation: Cumulative impacts associated with nighttime lighting would result from future development in Martis Valley, including The Northside project. As vacant land is converted to urban or rural uses, land use intensity is increased, additional light sources are created, and building materials are introduced that may cause glare. Development of the project site would introduce new light and glare sources to the area. This would be inconsistent with Placer County General Plan Policy 1.O.9 and 2003 MVCP Policy 4.A.9. The project's proposed lighting and revegetation plans as well as the building materials would reduce nighttime lighting sources and glare from The Northside project. However, the planned, proposed, and conceptual growth in Martis Valley</p>
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Impact/Significance prior to Mitigation	Mitigation Measure	Significance w/Mitigation	Findings of Fact
			would convert undeveloped land into residential, recreation, and commercial uses contributing to an increase in nighttime lighting and glare on a regional basis. (DEIR, p. 4.13-26.)

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Kathi/Terry - for file
↳ Northside

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PLANNING DEPT.

30 May 2006

Mr. Bill Combs
Planning Department
11414 B Avenue
Auburn, CA 95603

Re: PSUBT 20060278)
PEIRT 20050258

Dear Mr. Combs:

I am writing in response to the notice of the new "Northside" re-zoning. As a property owner at Northstar, I am greatly concerned about the impact this re-zoning will have both on traffic and parking.

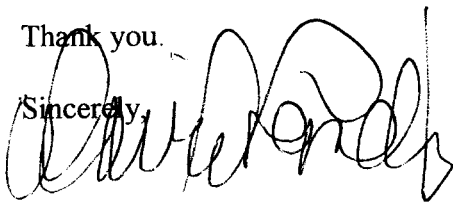
As you may or may not know, the proposed area for the new condos and townhomes currently is a parking lot for the Northstar ski area. Any environmental impact report must address not only how the new development will provide additional parking for the condos/townhomes, but how they will make up for the fact that they are getting rid of a current supply of parking for day skiers. Where will the skiers park? This must be addressed in any environmental impact report before any re-zoning is approved.

As you probably are aware, traffic at Northstar is at an all-time high, with backups regularly all the way on 267 to the town of Truckee during the ski season.

Please make sure these issues are addressed as you look at any future development at Northstar.

Thank you.

Sincerely,



David Landis
Owner, 4018 Ski View, Northstar

Mailing address:
2032 Scott St., San Francisco, CA 94115
415.561.0888
david@landispr.com

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ATTACHMENT F

Michelle TB

northstar property owners association

May 22, 2006

Bill Combs
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

RE: Draft Conditions of Approval – The Northside Project

Dear Mr. Combs:

Thank you for the opportunity to comment on the Draft Conditions of Approval for the Northside Project at Northstar. The Northstar Property Owners Association Board of Directors (NPOA Board) is the elected body representing the 1465 full time and part time residents of the Northstar community. The NPOA Board fully supports the Binding Memorandum of Understanding between the Northstar Property Owners Association and Northstar Mountain Properties and in keeping with the terms set forth in that agreement supports the Northside Project in general terms.

The Northstar community has several years of experience now with the Village project and has learned about both the process and the reality of a large scale construction project in our back yard and would like to apply lessons learned in the Village to the Northside project.

We have a concern about accountability and adherence to the conditions of approval by the developer. NMP has been cooperative when problems or violations have been brought to their attention. While some progress has been made, it seems that it has been in a reactionary mode rather than a proactive mode. Typically, NPOA registers a complaint to the developer, the developer speaks with the contractor, the developer calls NPOA and says "I'm sorry" and the same complaint will be made two days later and the same process unfolds with the same result.

NPOA strongly urges Placer County to **require a full time County inspector to be on site to monitor compliance with the conditions of approval by the general contractor for the duration of the project at the developer's expense.** Further, NPOA urges the County to take punitive measures with the developer when violations occur and to enforce the conditions of approval. After the inspector is assigned, NPOA would like to collaboratively develop a process for logging complaints from the community, communicating these complaints to the

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inspector and then have the disposition or action taken communicated back to the Association prior to the County issuing any building permits for grading or construction of any of the Northside phases.

Noise:

The majority of complaints about noise revolve around the upper skier parking lots. Those are the parking lots closest to the homes on Grouse Ridge. These lots are currently used by the contractor for staging and equipment storage for the Village project. The complaints focus on work or work related activity occurring outside of the approved hours of construction. This ranges from after hours deliveries to equipment maintenance to fueling, watering and "back up beepers".

Reiterating NPOA's comments on the DEIR for this project, NPOA urges that the approved hours of construction mirror NPOA's and be limited to:

Weekdays:	7 a.m. – 7 p.m.
Saturdays:	9 a.m. – 7 p.m.
Sundays & Federal Holidays:	No Work

Additionally, a full time, on site inspector could monitor the construction related noise level as measured as a decibel level more effectively. The current situation for the Village project requires that a Deputy Sheriff be called to take a reading with a decibel meter and/or the residents sending a complaint direct to the Placer County Planning Department. These procedures are inefficient and cannot be performed in a timely manner. Consequently, there is no real-time noise management or resolution of community concerns.

NPOA is requesting that the Conditions of Approval prohibit staging for this project on the closest parking lot tier directly below the homes on Grouse Ridge and that any staging in the day-skier lots below Grouse Ridge adhere to a plan that the developer/contractor shares with NPOA prior to issuance of any building permits for grading or construction of any of the Northside phases.

The new Northside Recreation Center:

The new Northside Recreation Center is located on the developer's plan directly downhill from the residents on Grouse Ridge Drive. NPOA requests the COA include language to insure that Grouse Ridge residents have sufficient noise shielding and preferably the pool and other outdoor amenities be located on the downhill side (closest to the Village) of Building A or Building B. The tall buildings will help mitigate noise propagation up the hill.

NPOA requests that the COA contain CC&R requirements for the hours of operation of the Northside Recreation Center that mirror those of NPOA's Rec Center and be limited to the hours between 7 a.m. and 9 p.m. to reduce noise and activity at this location. Additionally, we request that the CC&R's prohibit "continuous play or piped in" music

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be allowed at the Rec Center in accordance with Section 2, e), page 8 of the MOU between NPOA and NMP which states in part: "The purpose of this regulation is to minimize noise that might travel back towards the Big Springs area. The CC&R's for the developed existing day skier parking lots will reflect this noise restriction, ..."

Building Height:

Reiterating our comment on the DEIR, NPOA is urging that the building heights be limited to a maximum of 60'. Specifically, the heights of the buildings will be no more than fifty six feet (56') as measured from the top of the main ridgeline to the final grade directly below the side of the building facing the Big Springs Subdivision. Notwithstanding the foregoing height restriction, thirty percent (30%) of the building on the main ridgeline may be sixty feet (60') as measured from the top of the main ridgeline to the final grade directly below the side of the building facing the Big Springs Subdivision.

Building & Landscape Design:

NPOA is requesting that the NPOA Design Review Committee review both the building design and landscape design prior to issuance of a building permit for compliance with design criteria set forth in Section 2, d) & f) page 8 of the MOU.

NPOA is requesting the Conditions of Approval require the Developer to issue the Improvement plans to the NPOA DRC in parallel to the County submittal. The improvement plans are to include architectural and landscape plans as stated. We are requesting that the County require the Developer to obtain NPOA DRC approval as a condition of County approval and before any building permits are issued for field construction.

We cannot comment specifically on either of these elements without first seeing the plans. We are requesting to reserve the right to comment further following NPOA plan review.

Big Springs EVA

NPOA appreciates the inclusion of gates in the draft Conditions of Approval. However, we request modification to some of the language for clarification.

The emergency vehicle access road will have a significant impact and will benefit all of the Northstar community. Consequently, NPOA needs to have a role in managing and maintaining the road and gates. We request the second paragraph be amended to read "...The roads, storm drains and gates included in the EVA shall be maintained jointly by the project Homeowner's Association and NPOA. The two (2) Associations will facilitate the creation of a funding mechanism for the maintenance so that all entities at Northstar that benefit by the EVA pay their fair share. The two Associations will also facilitate a gate management system to assure the gates provide effective traffic control to

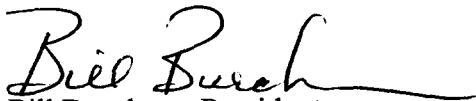
meet the conditions specified.” This recommendation is not intended to change any of the current plans for funding of the road construction through bonds or project funding; only future maintenance.

NPOA requests that the fourth paragraph in item 38 be amended to be consistent with the Highlands Project COA. The last sentence should read, “... only be used for emergency access and shuttle connection.”

We appreciate your attention to our comments knowing that they will improve the experience for the members of the Northstar community.

Sincerely,

For NORTHSTAR PROPERTY OWNERS ASSOCIATION

A handwritten signature in cursive script, appearing to read "Bill Buechner", with a long horizontal flourish extending to the right.

Bill Buechner, President

Northstar Property Owners Association Board of Directors

Cc: Michelle Ollar-Burris, District 5, County Planning Commissioner
Bruce Kranz, District 5, County Supervisor

KELLEY R. CARROLL*†
KENNETH P. CRAIG*
PETER H. CUTTITTA*
JULIA S. GOLD*†
STEVEN C. GROSS*
STEPHEN C. LIEBERMAN
JAMES L. PORTER JR.*
JAMES E. SIMON

Law Office Of
PORTER • SIMON
Professional Corporation

PAMELA M. EVERETT
BRIAN C. HANLEY*

Jana L. Gill, of Counsel

*Also Licensed in Nevada
† Certified Specialist in Estate
Planning, Trusts, and Probate Law

Reply to Truckee Office

May 25, 2006

A large, stylized "COPY" stamp with a small "C" in a square to the left.

VIA FACSIMILE AND US MAIL

Bill Combs
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

Re: Village Northside Conditions of Approval -- Response to NPOA's May 22, 2006 Letter

Dear Bill:

I am writing you in response to the Northstar Property Owners Association's ("NPOA") May 22, 2006, letter, which was addressed to you and contained a laundry list of comments, complaints and suggested conditions regarding the Village Northside Project.

OVERVIEW OF NPOA AND NMP'S MOU

As an initial matter, I would like to point out in greater detail the contents of the Binding Memorandum of Understanding ("MOU") between Northstar Mountain Properties ("NMP"), a developer of a portion of Northstar at Tahoe, and NPOA, which NPOA mentioned in its letter. The MOU, dated February 21, 2003, was a negotiated agreement between NMP and NPOA, wherein NMP agreed to abide by several obligations and development restrictions over and above those imposed by Placer County.

Among those obligations, NMP agreed to construct an emergency road access, comply with L.E.E.D. U.S. Green Building Council guidelines, construct an intercept parking lot at the base of Northstar Drive, support a stoplight at Northstar/267 intersection, and finance an expanded transportation system within Northstar. With respect to the Village Northside project, NMP agreed to building restrictions related to height, landscaping, architecture, development building locations and size, and noise restrictions. NMP has complied with all past MOU obligations and plans to comply with all of the MOU development restrictions related to the Village Northside project.

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In turn, the MOU specifically obligates NPOA to “[s]upport the Village Area projects, as generally described above, so long as they reflect and are in accordance with the agreements of this MOU.” So long as the Village Northside project reflects and is in accordance with the agreements of the MOU, NPOA has no standing to object to the project, and is apparently breaching its obligations of the MOU by not supporting the project and suggesting further, more onerous project conditions.

I mention this because NMP and NPOA discussed, negotiated and resolved many of these issues related to the Village Northside project as a matter of private contract with the signing of the MOU back in February of 2003. NPOA is now not only attempting to alter and add terms to the MOU, but is also attempting to graft its private contract with NMP onto the County-level Conditions of Approval to require NPOA’s pre-approval to NMP’s obtaining building permits. This is unacceptable as any such condition should have been negotiated and agreed to by NMP and NPOA back in 2003.

One such issue that NMP and NPOA have already agreed upon in the MOU was the height of the buildings in the Village Northside, which NMP and NPOA agreed to limit to four stories (80 feet) and three stories in height depending on the building’s location. Notwithstanding this binding MOU commitment, NMP as a show of good faith recently agreed to tighten these restrictions and drafted an amendment to the MOU to limit the building heights to three stories and 60 feet except thirty percent (30%) of the buildings on the main ridgeline that were agreed to be up to 64 feet in height.

Based upon conversations with NPOA representatives, NMP expected NPOA to embrace the compromises offered by NMP; instead, to NMP’s chagrin, NPOA’s response was its letter to you. Given the long-standing, excellent relationship between NMP and NPOA, this letter was both a surprise and a disappointment.

REVIEW OF NPOA’S COMMENTS, COMPLAINTS, SUGGESTED CONDITIONS

Despite NPOA’s apparent breach of the MOU, NMP desires to respond to NPOA’s comments, complaints, and suggested conditions in the same good faith and in the same spirit of cooperation shown in its voluntary offer to reduce building heights below the levels set forth in the MOU. I will address each such issue raised in NPOA’s letter in turn.

(1) **Accountability:** NPOA’s letter suggests that NMP has not adhered to conditions of approval in the Village project and “strongly urges” the County to require a full time County inspector to monitor compliance with the Village Northside conditions of approval at NMP’s expense, and to impose punitive measures for any such violations. NMP wholeheartedly disagrees with NPOA’s assessments and suggestions and respectfully submits that it is the County’s job to monitor this project as it monitors other projects. No special or disfavored treatment is required or necessary here. Having private inspectors to monitor County inspectors would establish a terrible precedent.

(2) **Noise:** NPOA’s letter complains about the noise in the upper skier parking lots due to construction staging and recommends the County approve hours of construction, hire a full-time inspector at NMP’s expense, and prohibit staging in the homes nearest to the upper level parking lot. NMP respects the noise-related concerns of a very few affected

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NPOA members and is willing to abide by NPOA's proposed schedule, except that NMP must be able to start construction at 8 am rather than 9 am on Saturdays and it must be able to complete interior and low-threshold exterior work on Sundays. NMP's objection to the full-time inspector is lodged in item #1 and NMP believes the time restrictions on the construction adequately address the staging concerns on the upper level parking lot. It is economically infeasible and impractical for NMP to be forced to stage in a lower parking lot; furthermore, this is not a surprising or unexpected situation, especially considering parking lots are noise producers. Plus, the construction season is relatively short-term.

(3) **Northside Recreation Center:** NPOA requests the County to impose noise and time restrictions on the Northside Recreation Center. NMP is in agreement that the hours of 7 am to 9 pm and the "piping in" of music are acceptable and reasonable conditions; however, the requested condition related to the location of the pool and outdoor amenities are matters of the private MOU contract between NPOA and NMP. NMP agreed to "minimize noise" at the Northside in the MOU and represents that the Northside CC&R's will include rigorous noise restrictions.

(4) **Building Height** (also addressed above): NMP is willing to further limit the height of its buildings (below both the County-imposed levels and the MOU-agreed upon heights of four stories (80 feet)) to "Buildings in development Pod 1 and Pod 2 [the Village Northside] of the parking lot (Attachment "E" to the MOU, Attachment "A" to the First Amendment) may have facades of three stories in height above existing grade facing the Big Springs residential area. Attic spaces may be used – with dormers. Additionally, the height of the buildings in development Pod 1 and Pod 2 will be no more than sixty feet (60') as measured from the top of the main ridgeline to the final grade directly below the side of the building facing the Big Springs Subdivision. Notwithstanding the foregoing height restriction, thirty percent (30%) of the building on the main ridgeline may be sixty-four feet (64') as measured from the top of the main ridgeline to the final grade directly below on the side of the building facing the Big Springs Subdivision." This significant height restriction to 60 and 64 feet from the MOU-agreed upon 80 feet and four stories voluntarily proposed by NMP is more than fair.

(5) **Building and Landscape Design:** NPOA requests that the NPOA Design Review Committee review both the building design and landscape design prior to issuance of a building permit for compliance with the design criteria set forth in the MOU. Again, NMP respectfully submits that NMP is under an independent obligation pursuant to a private MOU contract to comply with certain building and landscape design. That obligation, however, does not extend to obtaining NPOA Design Review Committee approval prior to the issuance of a building permit. Building permits are a County function and NPOA can rely on the express terms of the MOU to secure NMP compliance; it cannot now unilaterally graft on a pre-permit approval condition, especially when such an agreement was not even reached in the MOU.

(6) **Big Springs EVA:** NPOA requests some modification to the draft Condition of Approval regarding gates and the emergency vehicle access. NMP has no objection to the revised language.

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CONCLUSION

In conclusion, NMP in 2003 reached a detailed and comprehensive agreement with NPOA regarding development restrictions at the Village Northside. Many of these development restrictions are more restrictive than the County-imposed conditions. At NPOA's request, NMP agreed to even more restrictions, including removing one floor of the units and by preparing and submitting an amendment to the MOU. However, rather than accept the proposed amendment (or even respond directly to NMP), NPOA sent its May 22, 2006, letter to you.

In its letter, NPOA is now trying to impose yet more restrictive conditions and to graft its private party agreement onto the County-imposed Conditions. In the spirit of cooperation and good faith, NMP has set forth herein a reasonable response to NPOA's new requests and has accepted many of NPOA's suggestions and conditions. NMP is also willing to meet with NPOA representatives to further discuss these issues. However, outside of NMP's concessions as attached in this letter and any subsequent discussions between NPOA and NMP, NMP respectfully requests that the County impose its Conditions while leaving the enforcement of the terms and conditions of the MOU to the private parties.

Very truly yours,

PORTER SIMON
Professional Corporation

JAMES L. PORTER JR.
porter@portersimon.com

JLP:bm

Enclosure

Cc: Roger Lessman
Joe Malone
Michelle Ollar-Burris, District 5, County Planning Commissioner
Bruce Kranz, District 5, County Supervisor

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MEMORY TRANSMISSION REPORT

PAGE : 001
TIME : 05-26-06 10:37AM
TEL NUMBER1:
TEL NUMBER2:
NAME :

FILE NUMBER : 678
DATE : 05-26 10:31AM
TO : 88663080
DOCUMENT PAGES : 005
START TIME : 05-26 10:31AM
END TIME : 05-26 10:37AM
SENT PAGES : 005
STATUS : OK

FILE NUMBER : 678

*** SUCCESSFUL TX NOTICE ***

KELLEY R. CARROLL**
KENNETH P. CRAIG**
PETER H. CUTTITA**
JULIA S. GOLD**
STEVEN C. GROSS**
STEPHEN C. LIEBERMAN
JAMES L. PORTER JR.*
JAMES E. SIMON

Reply to Truckee Office

Law Office Of PORTER • SIMON Professional Corporation

PAMELA M. EVERETT
BRIAN C. HANLEY**
Jane L. Gill, of Counsel
*Also Licensed in Nevada
† Certified Specialist in Estate
Planning, Trusts, and Probate Law

May 26, 2006

FAX COVER SHEET

To: **Bill Combs**
Placer County Planning Department

Fax No.: **(530) 886-3080**

From: **Brenda Magnuson, Paralegal to JAMES L. PORTER JR.**

Re: **"VILLAGE NORTHSIDE CONDITIONS OF APPROVAL - RESPONSE TO NPOA's
MAY 22, 2006 LETTER"**

Pages: **5 (including this cover page)**

If this transmission is incomplete, please telephone our office at (530) 587-3002 or advise via fax (530) 587-1316.

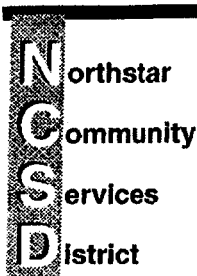
NOTES/COMMENTS: ORIGINAL WILL FOLLOW

Thank you.

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A Public Agency

PLACER COUNTY
DATE RECEIVED

JUN 08 2006

PLANNING COMMISSION

BOARD OF DIRECTORS

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Jeann Green
Nancy Ives
Mike Moll
Frank Seelig

MANAGEMENT

Jim Lochridge - General Manager
Mike Staudenmayer - Deputy General Manager
Mark Shadowens - Fire Chief
Myra Tanner - Secretary of the Board
Mike Geary - District Engineer

June 8, 2006

Placer County Planning Department
attn: Lori Lawrence
11414 "B" Avenue
Auburn, CA 95603

Re: FEIR comments - The Northside

The Northstar Community Services District (NCSD) provides sewer collection, drinking water treatment and distribution, fire protection and emergency services, snow removal, municipal solid waste, road surfacing, and trail maintenance and operation services to the community of Northstar. The District has reviewed the FEIR for the Northside project at Northstar and has the following comments:

Sewer Service

Impact 4.11.5.1 - Public Services and Utilities describes the existing sewer system as being sized to accommodate the capacity of sewer flows from the 3,700 units approved in the 1971 Northstar Master Plan and CUP.

"Sewer infrastructure for the proposed project would be built to connect with existing NCSD facilities downstream, which have been installed to fully accommodate all development for a maximum buildout of 3,700 residential units and commercial uses that was anticipated in the 1971 Northstar Master Plan and CUP; therefore, the existing collection system downstream of the proposed connection point presently has capacity to serve the proposed project (NCSD, 2004). Engineering calculations and hydraulic modeling of the distribution system demonstrating adequate storage and flow capacity would be required by the County prior to issuance of a building permit."

NCSD would like to correct and clarify the sewer capacity assumptions for the District's sewer collection system. The existing sewer transmission lines that convey sewage from the 267 lift station to the point of connection with Truckee Sanitary District's system at the airport were originally designed to accommodate flows from Northstar's 1971 Master Plan. The District's sewer system upstream of the 267 lift station to the proposed point of connection of the Northside Project has **not** been hydraulically modeled with current development configurations. The District will require the existing system to be hydraulically modeled to specifically analyze the downstream capacity affected by this development in conjunction with other

908 Northstar Drive, Truckee, CA 96161

Administration: 530.562.0747 / Fax: 530.562.1505 / E-mail: admin@northstarcsd.com
Fire Department: 530.562.1212 / Fax: 530.562.0702 / E-mail: northstarfire@sbcglobal.net
Utilities: 530.562.0669 / Fax: 530.562.1505 / E-mail: utilities@northstarcsd.com

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proposed development projects. Also, the District will require that any necessary improvements to the existing system indicated by the model will be installed by the Developer prior to occupancy. These may include, but are not limited to pipeline upsizing/replacement and improvements to the existing pump station. Not all of these pipelines exist within the public or County rights-of-ways.

The FEIR does not include this hydraulic model as a mitigation measure. The District believes that the requirement for a hydraulic model for the sewer system should be included as a mitigation measure.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Staudenmayer", followed by a long horizontal line extending to the right.

Mike Staudenmayer
Deputy General Manager

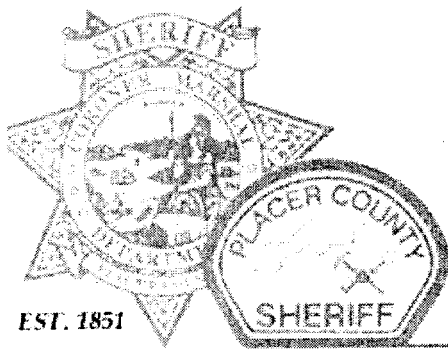
From: Debi Moore
To: Lori Lawrence
Date: 6/7/2006 2:21:36 PM
Subject: The Northside at Northstar EIR

Lori - when reviewing the Final EIR report sent to us on The Northside at Northstar, we realized that we have changed our procedures since the original Will Serve letter was submitted by our office in March 2005. We are now figuring the monetary impact. Therefore, I have attached a Law Enforcement Impact Report for this project.

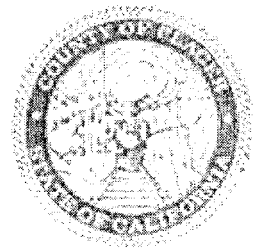
Debi Moore
Administrative Secretary
Placer County Sheriff's Department
North Tahoe Substation

CC: Amanda Rogers; Dave Keyes; Karl Fulenwider; Melinda Maehler

389



PLACER COUNTY
SHERIFF
CORONER-MARSHAL



MAIN OFFICE
P.O. BOX 6990
AUBURN, CA 95604
PH: (530)889-7800 FAX: (530)889-7899

TAHOE SUBSTATION
DRAWER 1710
TAHOE CITY, CA 96145
PH: (530)581-6300 FAX: (530)581-6377

EDWARD N. BONNER
SHERIFF-CORONER-MARSHAL

STEPHEN L. D'ARCY
UNDERSHERIFF

LAW ENFORCEMENT IMPACT REPORT

Prepared by the Placer County Sheriff's Department
KARL FULENWIDER /TAHOE SUBSTATION COMMANDER

I. NAME OF PROJECT: The Northside at Northstar (PEIR T20050258/SCH #2004112009)

II. LOCATION: The project is located south of State Route 267, approximately 6 miles southeast of the town of Truckee, California, approximately 5 miles northeast of the northern shore of Lake Tahoe, at the existing Northstar at Tahoe.

III. AGENCIES/FIRM REQUESTING REPORT:

Lori Lawrence
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

IV. COMMERCIAL:

- A.
- B.

RESIDENTIAL

- A.
- B. 137 multiple dwelling units = 361 residents

V. BUDGET IMPACT:

A. Personnel (sworn)

- 1. At two (2) Deputies for every 1,000 residents
361 residents = 2166 Deputy hours for field
(361 res. x 6.0) operations per year
- 2. Jail deputies = 437 hours per year
(361 res. x 1.21)

Total sworn hours per year: 2,603 @58.00 per hour = \$150,974.00

B. Personnel (non-sworn)

- 1. Dispatch = 13 hours per year
- 2. Records = 5 hours per year
- 3. Clerical = 3 hours per year

Total support personnel hours per year: 21 @41.00 per hour = \$861.00

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C. Equipment

Vehicles, gasoline, maintenance, printing,
Weaponry, training, jail buildings = **\$50,325.00**

VI. ANNUAL BUDGET INCREASE

Sworn Personnel	\$ 150,974.00
Support Personnel	\$ 861.00
Equipment, etc.	<u>\$ 50,325.00</u>

TOTAL PER YEAR \$ 202,160.00

VII. SPECIAL PROBLEMS: none noted.

VIII. RECOMMENDATIONS: Many of the potential crime problems dealing with circulation systems and structures may be reduced by utilizing the concepts of "Crime Prevention Through Environmental Design" (CPTED). By working closely with law enforcement during all stages of this development, design features that encourage criminal activity can be identified and solutions found to mitigate problem designs.

IX. WILL SERVE:

The Placer County Sheriff's Department's ability to handle law enforcement needs generated by this development are dependant on the Board of Supervisors authorizing funding equivalent to the needs mentioned in this report. Without the additional personnel, equipment, etc., appropriate service will be severely impaired.

**EDWARD N. BONNER
SHERIFF/CORONER/MARSHAL**

prepared by: D. Moore/ Administrative Secretary
Placer County Sheriff/North Tahoe Substation
(530) 581-6311 6/7/06

June 7, 2006

Lori Lawrence, Environmental Review Technician
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

RE: Final EIR – the Northside Project

Dear Ms. Lawrence:

Thank you for the opportunity to comment on the Draft EIR for the Northside Project at Northstar. The Northstar Property Owners Association Board of Directors (NPOA Board) is the elected body representing the 1465 full time and part time residents of the Northstar community. The NPOA Board fully supports the Binding Memorandum of Understanding between the Northstar Property Owners Association and Northstar Mountain Properties and in keeping with the terms set forth in that agreement supports the Northside Project.

Specific Comments:

- MM 4.4.2: This mitigation measure requires an agreement between NMP and the operator of the day skier parking lot to provide additional parking spaces for use by the Northside residents in the event that insufficient parking is constructed as part of the project. **NPOA disagrees with this measure in that the binding MOU between NMP and NPOA requires all parking for the Northside project be underground or in garages.**
- MM 4.4.3: This mitigation measure requires that the applicant construct 600 day skier parking spaces to replace 600 spaces located within the project envelope. **NPOA would support the construction of all 1200 spaces in the intercept lot at this time if that is the desire of the applicant.**
- MM 4.5.1b This mitigation measure in part addresses the permitted hours of construction and states:

Weekdays:	6 a.m. – 8 p.m.
Saturdays:	8 a.m. – 8 p.m.
Sundays & Federal Holidays	No Work

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NPOA again respectfully requests that the permitted hours of construction mirror NPOA's approved hours. Specifically:

Weekdays:	7 a.m. – 7 p.m.
Saturdays:	9 a.m. – 7 p.m.
Sundays	Quiet interior work only
Federal Holidays:	No Work

- **MM 4.7.2a, MM 4.7.3a:** This mitigation measure addresses storm Water Management and the level of significance is listed as “less than significant”. **NPOA is requesting that subsurface water investigation be included as part of the drainage report. When excavation is undertaken for this project, there is the real possibility that subsurface water, resulting in continuous flow may be discovered as was the case in the Village project. Consequently, if the presence of subsurface water is discovered prior to excavation, the drainage plan can be designed to accommodate continuous flow in addition to one time, large storm events.**
- **MM 4.11.1.2b:** This mitigation measure addresses some of the requirements for the EVA. **The emergency vehicle access road will have a significant impact and will benefit all of the Northstar community. Consequently, NPOA needs to have a role in managing and maintaining the road and gates. We request this change to the middle of the second paragraph: “...The roads, storm drains and gates included in the EVA shall be maintained jointly by the project Homeowner’s Association and NPOA. The two (2) Associations will facilitate the creation of a funding mechanism for the maintenance so that all entities at Northstar that benefit by the EVA pay their fair share. The two Associations will also facilitate a gate management system to assure the gates provide effective traffic control to meet the conditions specified.” This recommendation is not intended to change any of the current plans for funding of the road construction through bonds or project funding; only future maintenance.**

NPOA requests that the last sentence in the last paragraph be amended to be consistent with the Highlands Project COA. The last sentence should read, “... only be used for emergency access and shuttle connection.”

- **MM 4.13.2a** This mitigation measure addresses the degradation of the existing visual character of the project site. **Table 3-1 found on page 3.0-4 of the Project Description lists the maximum building heights of Buildings A & B as 64’. This represents a significant visual impact to the current home owners above the proposed project on Grouse Ridge. NPOA is requesting that the maximum height as measured from natural grade to the peak of any roof line on Buildings A or B not exceed 64’ for more than 30% of any ridge line.**

We appreciate your attention to our comments knowing that they will improve the experience for the members of the Northstar community.

Sincerely,

For NORTHSTAR PROPERTY OWNERS ASSOCIATION

Bill Buechner, President
Northstar Property Owners Association Board of Directors

394.

June 7, 2006

Mr. Bill Combs
PLACER COUNTY PLANNING DEPARTMENT
Auburn Area Office
11414 B Avenue
Auburn, CA 95603

Re: Planning Commission for the Northside Development

Dear Mr. Combs,

This is to follow up on our letter of February 16, 2006 regarding the proposed Northside Development. As owners of a house on the lower section of Grouse Ridge, we feel that the proposed development is still totally out of place in the area it is planned. While we appreciate all the efforts of the Big Springs Property Owners Association (BSPOA) and the time they have spent discussing the neighborhood's concerns with East West Partners, we do not agree with all the BSPOA's recommendations.

Specifically, we disagree with the following:

1. Building Height

The proposed building height of 64 feet from the upper ridgeline will adversely impact the views and property values of many of the property owners. Furthermore, the highrise buildings will destroy the serene mountain setting, and infringe on the Big Springs neighborhood. We purchased our lot from Booth Creek/Northstar in 1999 with the understanding that the parking lot will remain as is. We feel that the proposed zoning changes are an article of bad faith from the owners of Northstar. Building heights should be restricted to 30 feet from average grade, in keeping with the low density neighborhood that will be impacted.

2. Increased Density

Unlike the Village development, which was already a high density area, East West's Northside project destroys the character of Northstar, and Big Springs neighborhood. The increased density will adversely impact many homeowners on Grouse Ridge, where house prices average \$2,500,000 per house. The developer's request for rezoning the parking lot from RS-PD-3.0 and FOR-160 to a RM-DS-PD-15.0 zoning should be denied.

3. Quality of Life

In view of East West's actions during the construction of the Village, and their disregard to the peace of the Big Springs neighborhood, the developer should not

be allowed a loose interpretation of the law. Any new project should be governed by very clear definitions as well as limited construction hours, and strict noise and enforcement regulations. In addition to the appointment of a full time County inspector, East West should be fined for any infractions at a level commensurate with the high value project that is ultimately approved.

We believe that a property owner should have the right to develop their property in a way that does not destroy the value and quality of life of the neighborhood they are in. East West's plan is to take a forested low density zoned area, and turn it into a small town with highrise buildings, with total disregard to the existing neighborhood. This should not be allowed. A more reasonable development would be additional town homes or single family dwellings, in keeping with the existing zoning. East West has not shown that the increased density benefits the community.

Furthermore, East West has not taken the time to fully explain to their neighbors where the proposed buildings will be located, or what the effect of the proposed heights will be. We ask the Planning Commission to withhold approval of any project until East West makes a serious effort to show all property owners in Big Springs what their development would be like, where the Recreation Center would be located, and what landscape screening will be done to mitigate the noise and hide any new buildings. East West are very experienced developers and they should be able to put together a detailed website that would show the locations, heights, plantings, etc... They can also stake out the proposed development area and make it available to current residents. That would show good faith, and would go a long way to avoiding future frictions.

If East West feels that such reasonable development and conditions are uneconomical for them, then maybe they should keep the parking lot as is, and move the Northside project to an area of Northstar that does not impact an existing neighborhood.

I hope you will not allow unchecked development to spoil one of the best ski mountains in California.

Sincerely,

Dorothea and Soli Nawas

Dorothea and Soli Nawas
1769 Grouse Ridge Road
Northstar

From: "Paula Rachuy" <prachuy@boothcreek.com>
To: "Bill Combs" <bcombs@placer.ca.gov>
Date: 6/8/2006 8:45:48 AM
Subject: The Northside Project

Dear Bill,

I am writing to express Northstar-at-Tahoe's support for the Northside Project. We view this as an essential component of the overall revitalization of the Northstar Village.
I apologize for not being able to be at today's hearing in person, but hope you will consid this an indication of Trimont Land Company's support for this project.

Tim Silva
Vice President/General Manager
Northstar-at-Tahoe

397.

From: "Pamela Turner" <pstrst@pacbell.net>
To: <BCombs@placer.ca.gov>
Date: 6/7/2006 7:42:30 AM
Subject: Northside Project

Dear Mr. Combs:

I am a homeowner on Grouse Ridge but unfortunately will not be able to attend the public hearing concerning the Northside Project on June 8th. I am pleased that the BSPOA has been able to reach agreement with East West on a number of issues of concern, but I understand there is still no agreement on the staging in the upper parking lots beneath Grouse Ridge.

The upper parking lot is in full view of my house and the homes of many other people on Grouse Ridge. We have suffered enough noise, dust, and clutter there from the village construction, and now face the prospect of several years' continued disruption due to the construction of a new rec center and condo units in the lower parking lots. The condo and rec center construction will have a significant negative impact on us, and to compound the problem by using the parking lots just a few yards from our property lines as construction staging areas is unfair and unnecessary.

Thank you for your consideration of these concerns.

Regards,

Pamela S. Turner
www.pamelasturner.com

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From: "Elika Rosenbaum" <elika7@comcast.net>
To: <BCombs@placer.ca.gov>
Date: 6/6/2006 10:59:22 PM
Subject: Northstar/East West

Dear Mr. Combs,

I am a home owner on Grouse Ridge Road and will be significantly impacted by the expansion by East West Partners.

Please remember that Northstar and East West failed to inform the homeowners of their expansion plans when they auctioned the lots to us and only did so the week after we closed escrow. We have put up with noise, dust, traffic and other quality of life issues since taking ownership of our lots in 1999.

I am most concerned that:

1) The upper parking lot below Grouse Ridge Road (between Gray Wolf and the cul-d-sac by Home Run) be REFORESTED for light, noise and view impact. This is exceedingly critical to maintaining my privacy and the value of my home. I bought this lot knowing that we would have a parking lot below me used only in the high season. Adding the huge density of the condos in the parking lots will add a noise and light factor that the trees can mitigate. Without them I am severely harmed. The was promised to us by East West when we agreed not to fight the addition of the condominiums. Do not allow it to be reneged upon.

2) The height limitations on the new buildings be strictly applied so that our views are not further impacted.

3) The upper parking lots NOT BE USED FOR STAGING. The noise, dust and general problems of having lorries out my back door will wreck havoc on my home and enjoyment of my house for years to come. I have spent my life savings to have a quiet place to go to. Using the parking lots for staging of construction will take this away for years to come and I cannot recover this in any way.

4) Maintain a Placer County inspector is on site at all times to monitor enforcement of construction time and noise limitations.

East West has shown that they will take advantage of the conditions set by Placer County unless you force them to comply.

Please stay on top of this project.

Thank you for your time and efforts.

Sincerely,

Elika Rosenbaum
CPA, Notary Public
elika7@comcast.net

1771 Grouse Ridge Road
Northstar, CA 96161

CC: "Fred Kreitzberg" <Fred_Kreitzberg@URSCorp.com>

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